

Waterway Analysis and Management System (WAMS)

U.S. Coast Guard Review of Sandy Hook Bay
including the Shrewsbury River
(1992 and 1999)

Total pages including this cover seventy-one (71)

WATERWAY ANALYSIS AND MANAGEMENT SYSTEM

SANDY HOOK BAY

INCLUDING

WATERWAY 01515	SANDY HOOK BAY	NONCRITICAL
WATERWAY 01515	LEONARDO CHANNEL	NONCRITICAL
WATERWAY 01515	ATLANTIC HIGHLANDS	NONCRITICAL
WATERWAY 01519	COMPTON CHANNEL	NONCRITICAL
WATERWAY 01519	PEWS CREEK	NONCRITICAL
WATERWAY 01520	SHREWSBURY RIVER	NONCRITICAL
WATERWAY 01521	NAVESINK RIVER	NONCRITICAL

DECEMBER 1992

P. D. Foran
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First District (oan) staff

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Chief, Aids to Navigation Branch

WATERWAY ANALYSIS MANGEMENT STUDY

Using Mariner feedback and comments to the July 1992 proposals to change waterways the Sandy Hook Bay area, new proposals to improve the entrance area to the Shrewsbury River and Compton Channel. The July 1992 proposal has not been altered after Shrewsbury River Buoy 9. All proposed changes are included.

Comments must be received by February 28, 1993.

Refer to docket No. 01-93-003 LNM 05/93 (CG1)

Comments can be made on separate letterhead or directly on copies of the proposals and/or chartlets.

Send to: Commander (oan)
First Coast Guard District
408 Atlantic Ave
Boston, MA 02110-3350
Attn: Docket No. 01-93-002

NEW JERSEY - SANDY HOOK BAY - Subsequent to a Waterways Analysis the Coast Guard is considering the following changes to improve the safety on these waterways and to provide an easy to follow (in the Light List, and on the chart), logical, progressive, numbering and lighting system.

COMPTON CHANNEL

Change Compton Channel Lighted Buoy 3 (LLNR 32965) to Compton Channel Light 1, SG dayboards, at PA 40-27-11.2N, 74-04-28.0W.

Change Compton Channel Buoy 5 (LLNR 32975) to Compton Channel Buoy 3.

Change Compton Channel Buoy 7 (LLNR 32985) to Compton Channel Buoy 5.

SHREWSBURY RIVER

Change Shrewsbury River Lighted Buoy 2 (LLNR 33010) to Shrewsbury River Light 2, TR dayboards, PA 40-25-12.8N, 74-00-19.0W.

Change Shrewsbury River Channel Buoy 3 (LLNR 33015) to Shrewsbury River Light 3, SG dayboards, FL G 4s, at PA 40-25-01.0N, 74-00-09.5W.

Relocate Shrewsbury River Channel Buoy 4 (LLNR 33020) to PA 40-24-56.7N, 74-00-12.1W

Change Shrewsbury River Channel Lighted Buoy 5 (LLNR 33025) to Fl G 2.5s, and relocate to PA 40-24-48.8N, 74-00-05.8W

Change	Shrewsbury River Channel Lighted Buoy 6 (LLNR 33030) to Shrewsbury River Buoy 6, red nun, and relocate to PA 40-24-43.8N, 74-00-06.4W. Turn will be more accurately defined by two green lighted buoys.
Change	Shrewsbury River Channel Buoy 7 (LLNR 33035) to Shrewsbury River Channel Lighted Buoy 7, Fl G 4s, green buoy, and relocate to PA 40-24-42.2N, 73-59-56.8W.
Delete	Shrewsbury River Channel Buoy 8 (LLNR 33040), aid not needed due to close proximity of piers.
Change	Shrewsbury River Channel Buoy 9 (LLNR 33045) to Shrewsbury River Channel Lighted Buoy 9, and relocate to PA 40-24-38N, 73-59-45.3W. New position more accurately marks shoal east of entrance.
Change	Shrewsbury River Channel Lighted Buoy 11 (LLNR 33055) to Fl G 2.5s, and relocate to PA 40-24-23.1N, 73-59-04.2W. New position will mark shoal west of Plum Island.
Delete	Shrewsbury River Channel Lighted Buoy 13 (LLNR 33060), aid traditionally attracts outgoing vessels to go too far to the green side and relocation of Lighted Buoy 11 makes this aid redundant.
Delete	Shrewsbury River Channel Buoy 15 (LLNR 33070). Aid is not needed due to good water in the area and bridge proximity.
Change	Shrewsbury River Channel Buoy 16 (LLNR 33075) to Shrewsbury River Channel Buoy 12.
Change	Shrewsbury River Channel Buoy 17 (LLNR 33080) to Shrewsbury River Channel Buoy 13.
Change	Shrewsbury River Channel Buoy 20 (LLNR 33080) to Shrewsbury River Channel Buoy 14 (LLNR 33088).
Change	Shrewsbury River Channel Buoy 19 (LLNR 33090) to Shrewsbury River Channel Buoy 15.
Add	Shrewsbury River Channel Buoy 16 (LLNR 33097) at PA 40-22-54.2N, 73-58-40.1W.
Change	Shrewsbury River Channel Buoy 21 (LLNR 33100) to Shrewsbury River Channel Buoy 17.

Change Shrewsbury River Channel Lighted Buoy 22 (LLNR 33105) to Shrewsbury River Channel Lighted Buoy 18.

Change Shrewsbury River Channel Lighted Buoy 23 (LLNR 33110) to Shrewsbury River Channel Lighted Buoy 19, Fl G 2.5s.

Change Shrewsbury River Channel Buoy 24 (LLNR 33115) to Shrewsbury River Channel Buoy 20.

Change Shrewsbury River Channel Buoy 26 (LLNR 33120) to Shrewsbury River Channel Buoy 22 and relocate to PA 40-22-03.3N, 73-58-31.9W.

Change Shrewsbury River Channel Buoy 28 (LLNR 33125) to Shrewsbury River Channel Buoy 24 and relocate to PA 40-21-42.3N, 73-58-37.3W.

Delete Shrewsbury River Channel Lighted Buoy 31 (LLNR 33125). Red side of channel will be lighted to mark the turn.

Add Shrewsbury River Channel Lighted Buoy 26 (LLNR 33125), Fl R 2.5s, red buoy, at PA 40-21-27.8N, 73-58-34.9W. Aid location will mark turn apex.

Change Shrewsbury River Channel Buoy 30 (LLNR 33135) to Shrewsbury River Channel Lighted Buoy 28, Fl R 4s, red buoy, and relocate to PA 40-21-16.7N, 73-58-34.8W.

Delete Shrewsbury River Channel Buoy 32 (LLNR 33140). Aid no longer needed due to addition of lighted buoy 26 and relocation buoy 30(new LB 28).

Change Shrewsbury River Channel Buoy 33 (LLNR 33145) to Shrewsbury River Channel Daybeacon 29, SG dayboards, at PA 40-21-04.1N, 73-59-10.3W.

Change Shrewsbury River Channel Buoy 34 (LLNR 33150) to Shrewsbury River Channel Light 30, Fl R 4s, TR dayboards, at PA 40-21-05.6N, 73-59-11.5W.

Change Shrewsbury River Channel Lighted Buoy 37 (LLNR 33165) to Shrewsbury River Channel Light 31, Fl G 4s, SG dayboards, at PA 40-20-48.4N, 73-59-43.5W.

Change Shrewsbury River Channel Buoy 36 (LLNR 33160) to Shrewsbury River Channel Daybeacon 32 (LLNR 33170), TR dayboards, at PA 40-20-49.7N, 73-59-45.1W.

Delete Shrewsbury River Channel Buoy 37A (LLNR 33170).
Aid no longer needed due to superior daymark of
daybeacons.

The turn northwest of Raccoon Island will be marked by three
daybeacons and two lights. The outside apexes of the turn will
be marked by two lights for safety when approaching the turn at
night.

Change Shrewsbury River Channel Lighted Buoy 37B (LLNR
33175) to Shrewsbury River Channel Daybeacon 33,
SG dayboards, at PA 40-20-29.7N, 74-00-00.8W.

Add Shrewsbury River Channel Light 34 (LLNR 33177), Fl
R 4s, TR dayboards, at PA 40-20-27.9N, 74-00-
05.4W. Aid location will mark turn apex.

Change Shrewsbury River Channel Buoy 37C (LLNR 33180) to
Shrewsbury River Channel Daybeacon 35, SG
dayboards, at PA 40-20-24.4N, 74-00-03.2W.

Delete Shrewsbury River Channel Buoy 38 (LLNR 33185) due
to addition of Daybeacon 32.

Change Shrewsbury River Channel Buoy 41 (LLNR 33195) to
Shrewsbury River Channel Daybeacon 37 (LLNR
33185), SG dayboards, at PA 40-20-18N, 74-00-
03.6W.

Change Shrewsbury River Channel Buoy 40 (LLNR 33190) to
Shrewsbury River Channel Light 38, Fl R 2.5s, TR
dayboards, at PA 40-20-17.7N, 74-00-06W.

Delete Shrewsbury River Channel Buoy 41A (LLNR 33200) due
to establishment of daybeacons.

Change Shrewsbury River Channel Lighted Buoy 43 (LLNR
33205) to Shrewsbury River Channel Daybeacon 39,
SG dayboards, at PA 40-19-50.7N, 73-59-49.6W.

Change Shrewsbury River Channel Buoy 44 (LLNR 33210) to
Shrewsbury River Channel Light 40, Fl R 4s, TR
dayboards, at PA 40-19-50.349N, 73-59-51.945W.

Delete Shrewsbury River Channel Buoy 45 (LLNR 33215).

Add Shrewsbury River Channel Daybeacon 42 (LLNR
33215), TR dayboards, PA 40-19-32N, 73-59-52W.

Change Shrewsbury River Channel Buoy 46 (LLNR 33220) to
Shrewsbury River Channel Daybeacon 44, TR
dayboards, at PA 40-19-23N, 73-59-45.7W.

Change Shrewsbury River Channel Buoy 48 (LLNR 33225) to Shrewsbury River Channel Daybeacon 46, TR dayboards, at PA 40-19-02.8N, 73-59-49.5W.

Change Shrewsbury River Channel Buoy 49 (LLNR 33230) to Shrewsbury River Channel Daybeacon 47, SG dayboards, at PA 40-18-51.9N, 74-00-01W.

Change Shrewsbury River Channel Buoy 51 (LLNR 33230) to Shrewsbury River Channel Daybeacon 49, SG dayboards, at PA 40-18-45.5N, 74-00-11.3W.

NAVESINK RIVER

Change Navesink River Buoy 1A (LLNR 33240) to Navesink River Buoy 1N and Relocate to PA 40-23-10N, 73-58-47W.

Change Navesink River Buoy 2A (LLNR 33245) to Navesink River Buoy 2 and Relocate to PA 40-23-10.2N, 73-58-49.2W.

Change Navesink River Shoal Buoy 1 (LLNR 33250) to Navesink River Buoy 3 and Relocate to PA 40-23-02.8N, 73-58-48.9W.

Change Navesink River Buoy 2 (LLNR 33255) to Navesink River Buoy 4 and Relocate to PA 40-23-03.7N, 73-58-51W.

Change Navesink River Lighted Buoy 1B (LLNR 33275) to Navesink River Lighted Buoy 5 and Relocate to PA 40-22-56.7N, 73-58-52.9W.

Change Navesink River Buoy 2B (LLNR 33280) to Navesink River Buoy 6 and Relocate to PA 40-22-56.7N, 73-58-58.6W.

Change Navesink River Buoy 4 (LLNR 33285) to Navesink River Light 8, Fl R 2.5s, TR dayboards, at PA 40-22-53.1N, 73-59-24.3W.

Delete Navesink River Lighted Buoy 5 (LLNR 33290). Buoy no longer needed due to new Light 8 and Daybeacon 10.

Change Navesink River Buoy 6 (LLNR 33295) to Navesink River Daybeacon 10, TR dayboards, at PA 40-22-53.9N, 73-59-31.8W.

Change Navesink River Lighted Buoy 7 (LLNR 33300) to Navesink River Lighted Buoy 11.

Change	Navesink River Lighted Buoy 9 (LLNR 33305) to Navesink River Light 13, Fl G 4s, SG dayboards, at PA 40-22-55.8N, 74-00-12.3W.
Change	Navesink River Buoy 10 (LLNR 33310) to Navesink River Daybeacon 14, TR dayboards, at PA 40-22-57.8N, 74-00-12.3W.
Delete	Navesink River Buoy 11 (LLNR 33315). Increased visual range of daybeacons makes this aid location unnecessary.
Delete	Navesink River Buoy 12 (LLNR 33320). Increased visual range of daybeacons makes this aid location unnecessary.
Change	Navesink River Lighted Buoy 13 (LLNR 33325) to Navesink River Light 15, Fl G 2.5s, SG dayboards, at PA 40-22-54.7N, 74-00-41.9W
Add	Navesink River Daybeacon 16 (LLNR 33328), TR dayboards, at PA 40-22-56.4N, 74-00-45.2W.
Change	Navesink River Lighted Buoy 15 (LLNR 33330) to Navesink River Light 17, Fl G 4s, SG dayboards, at PA 40-22-40.8N, 74-01-34.2W.
Change	Navesink River Buoy 16 (LLNR 33335) to Navesink River Daybeacon 18, TR dayboards, at PA 40-22-26N, 74-02-15.6W.
Change	Navesink River Buoy 17 (LLNR 33340) to Navesink River Daybeacon 19, SG dayboards, at PA 40-22-12N, 74-02-45W.
Change	Navesink River Lighted Buoy 18 (LLNR 33345) to Navesink River Light 20, Fl R 4s, TR dayboards, at PA 40-22-08.5N, 74-03-06.2W.
Change	Navesink River Lighted Buoy 19 (LLNR 33350) to Navesink River Light 21, Fl G 2.5s, SG dayboards, at PA 40-21-54.1N, 74-03-23.9W.
Delete	Navesink River Buoy 20 (LLNR 33355). Increased visual range of daybeacons makes this aid location unnecessary.
Delete	Navesink River Buoy 21 (LLNR 33360). Increased visual range of daybeacons makes this aid location unnecessary.
Change	Navesink River Buoy 22 (LLNR 33365) to Navesink River Daybeacon 22, TR dayboards, at PA 40-21-40.2N, 74-03-38.1W.

Change Navesink River Buoy 23 (LLNR 33370) to Navesink River Daybeacon 23, SG dayboards, at PA 40-21-28.1N, 74-03-45.1W.

Change Navesink River Buoy 24 (LLNR 33375) to Navesink River Daybeacon 24, TR dayboards, at PA 40-21-24.2N, 74-03-51W.

Change Navesink River Buoy 26 (LLNR 33380) to Navesink River Daybeacon 26, TR dayboards, at PA 40-21-17.7N, 74-04-00.1W.

Charts: 12324, 12327, 12401

PUBLIC COMMENT

No comments were received by oan after publication in the LNM. Group Sandy Hook sent out questionnaires to area user groups. The responses were summarized by waterway and sent to (oan).

Compton Channel - difficult to find at night, buoys need to be larger or lighted, at least light buoy 2.

Shrewsbury River - Difficult to find aids while entering channel due to background lights and aid size, recommend that piles replace buoys.

A review of buoy and waterway files uncovered several pieces of correspondence from the East Coast Tender Service (tug boats) and the Direct Line Commuter Service requesting better aids in the Shrewsbury River entrance. They wanted either larger, lighted, year round buoys, light structures, or ranges to define the channel.

SECOND ANALYSIS/PROPOSAL/ADVANCE

The comments received show that the initial proposal did not address the problem of acquiring small buoys in an area with significant background lighting. To achieve the goal of having the first aids in the system be easy to find all hardware options have been considered.

If they are relocated slightly seaward, Compton Channel Lighted Buoy 3 and Shrewsbury River Lighted Buoy 2 could be upgraded to 7X17 hulls. The buoy would be at its minimum mooring depth and still be vulnerable to ice.

Adding a range to the Shrewsbury River Entrance would provide a good line of approach but has its limitations; it would give very little indication of distance to the entrance, if the shoals continue to shift the range might lead vessels over the shoals, and the numerous small boats transiting Sandy Hook Bay might crowd up on the range line.

Adding ice resistant structures in the entrance areas of Compton Channel and Navesink River would allow vessels to easily acquire the entrance and provide a fixed reference point. Great Kills Harbor is a good example of the benefits of a light that vessels can home in on prior to transiting the channel. A favorable cost benefit analysis of ice resistant structures has already been done for Terminal Channel. Even if lights are more expensive the increased usefulness of a light justifies higher cost.

COMPTON CHANNEL

Change	Compton Channel Lighted Buoy 3 (LLNR 32965) to Compton Channel Light 1, SG dayboards, at PA 40-27-11.2N, 74-04-28.0W.
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Change Compton Channel Buoy 5 (LLNR 32975) to Compton Channel Buoy 3.

Change Compton Channel Buoy 7 (LLNR 32985) to Compton Channel Buoy 5.

SHREWSBURY RIVER

Change Shrewsbury River Lighted Buoy 2 (LLNR 33010) to Shrewsbury River Light 2, TR dayboards, PA 40-25-12.8N, 74-00-19.0W.

Change Shrewsbury River Channel Buoy 3 (LLNR 33015) to Shrewsbury River Light 3, SG dayboards, FL G 4s, at PA 40-25-01.0N, 74-00-09.5W.

ADMIN: lack computer software at present time to convert ACOE survey positions to Lat/Long, prior to projects the following conversions must be done. NJ Mercator - Light 2 - 578580N, 2184150E, Light 3 - 577445N, 2184810E.

The rest of this proposal is the same as the original proposal published on 8 July 1992 in Local Notice to Mariners No. 28.

Relocate Shrewsbury River Channel Buoy 4 (LLNR 33020) to PA 40-24-56.653N, 74-00-12.125W

Change Shrewsbury River Channel Lighted Buoy 5 (LLNR 33025) to Fl G 2.5s, and relocate to PA 40-24-48.8N, 74-00-05.751W

Change Shrewsbury River Channel Lighted Buoy 6 (LLNR 33030) to Shrewsbury River Buoy 6, red nun, and relocate to PA 40-24-43.823N, 74-00-06.368W. Turn will be more accurately defined by two green lighted buoys.

Change Shrewsbury River Channel Buoy 7 (LLNR 33035) to Shrewsbury River Channel Lighted Buoy 7, Fl G 4s, green buoy, and relocate to PA 40-24-42.226N, 73-59-56.766W.

Delete Shrewsbury River Channel Buoy 8 (LLNR 33040), aid not needed due to close proximity of piers.

Change Shrewsbury River Channel Buoy 9 (LLNR 33045) to Shrewsbury River Channel Lighted Buoy 9, and relocate to PA 40-24-38.02N, 73-59-45.315W. New position more accurately marks shoal east of entrance.

ADMIN: Buoy 10 not changed despite proximity to shore/piers due slight turn in channel and possible shoaling.

- Change** Shrewsbury River Channel Lighted Buoy 11 (LLNR 33055) to Fl G 2.5s, and relocate to PA 40-24-23.134N, 73-59-04.161W. New position will mark shoal west of Plum Island.
- Delete** Shrewsbury River Channel Lighted Buoy 13 (LLNR 33060). ADMIN: aid traditionally attracts outgoing vessels to go too far to the green side and relocation of Lighted Buoy 11 makes this aid redundant.
- Delete** Shrewsbury River Channel Buoy 15 (LLNR 33070). ADMIN: aid is not needed due to good water in the area and bridge proximity.

ADMIN: Eight of the next nine changes are renumberings these buoys are well placed for channel definition. One buoy is added to more accurately display the red side of the channel.

- Change** Shrewsbury River Channel Buoy 16 (LLNR 33075) to Shrewsbury River Channel Buoy 12.
- Change** Shrewsbury River Channel Buoy 17 (LLNR 33080) to Shrewsbury River Channel Buoy 13.
- Change** Shrewsbury River Channel Buoy 20 (LLNR 33080) to Shrewsbury River Channel Buoy 14 (LLNR 33088).
- Change** Shrewsbury River Channel Buoy 19 (LLNR 33090) to Shrewsbury River Channel Buoy 15.
- Add** Shrewsbury River Channel Buoy 16 (LLNR 33097) at PA 40-22-54.224N, 73-58-40.130W.
- Change** Shrewsbury River Channel Buoy 21 (LLNR 33100) to Shrewsbury River Channel Buoy 17.
- Change** Shrewsbury River Channel Lighted Buoy 22 (LLNR 33105) to Shrewsbury River Channel Lighted Buoy 18.
- Change** Shrewsbury River Channel Lighted Buoy 23 (LLNR 33110) to Shrewsbury River Channel Lighted Buoy 19, Fl G 2.5s.
- Change** Shrewsbury River Channel Buoy 24 (LLNR 33115) to Shrewsbury River Channel Buoy 20.
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- Change** Shrewsbury River Channel Buoy 26 (LLNR 33120) to Shrewsbury River Channel Buoy 22 and relocate to PA 40-22-03.323N, 73-58-31.902W. ADMIN: Previous position was misleading for vessels approaching the bridge.

ADMIN: Next five changes increase turn definition.

- Change** Shrewsbury River Channel Buoy 28 (LLNR 33125) to Shrewsbury River Channel Buoy 24 and relocate to PA 40-21-42.337N, 73-58-37.270W.
- Delete** Shrewsbury River Channel Lighted Buoy 31 (LLNR 33125). ADMIN: Red side of channel will be lighted to mark the turn. Aid sits in the middle of a channel junction area with good water all around.
- Add** Shrewsbury River Channel Lighted Buoy 26 (LLNR 33125), Fl R 2.5s, red buoy, at PA 40-21-27.826N, 73-58-34.899W. Aid location will mark turn apex.
- Change** Shrewsbury River Channel Buoy 30 (LLNR 33135) to Shrewsbury River Channel Lighted Buoy 28, Fl R 4s, red buoy, and relocate to PA 40-21-16.724N, 73-58-34.759W.
- Delete** Shrewsbury River Channel Buoy 32 (LLNR 33140). Aid no longer needed due to addition of lighted buoy 26 and relocation buoy 30(new LB 28).
- Change** Shrewsbury River Channel Buoy 33 (LLNR 33145) to Shrewsbury River Channel Daybeacon 29, SG dayboards, at PA 40-21-04.062N, 73-59-10.273W.
- Change** Shrewsbury River Channel Buoy 34 (LLNR 33150) to Shrewsbury River Channel Light 30, Fl R 4s, TR dayboards, at PA 40-21-05.631N, 73-59-11.549W.
- Change** Shrewsbury River Channel Lighted Buoy 37 (LLNR 33165) to Shrewsbury River Channel Light 31, Fl G 4s, SG dayboards, at PA 40-20-48.376N, 73-59-43.494W.
- Change** Shrewsbury River Channel Buoy 36 (LLNR 33160) to Shrewsbury River Channel Daybeacon 32 (LLNR 33170), TR dayboards, at PA 40-20-49.749N, 73-59-45.120W.
- Delete** Shrewsbury River Channel Buoy 37A (LLNR 33170). ADMIN: Aid no longer needed due to superior daymark of daybeacons.

The turn northwest of Raccoon Island will be marked by three daybeacons and two lights. The outside apexes of the turn will be marked by two lights for safety when approaching the turn at night.

- Change** Shrewsbury River Channel Lighted Buoy 37B (LLNR 33175) to Shrewsbury River Channel Daybeacon 33, SG dayboards, at PA 40-20-29.701N, 74-00-00.790W.

Add	Shrewsbury River Channel Light 34 (LLNR 33177), Fl R 4s, TR dayboards, at PA 40-20-27.948N, 74-00-05.392W. Aid location will mark turn apex.
Change	Shrewsbury River Channel Buoy 37C (LLNR 33180) to Shrewsbury River Channel Daybeacon 35, SG dayboards, at PA 40-20-24.388N, 74-00-03.206W.
Delete	Shrewsbury River Channel Buoy 38 (LLNR 33185) due to addition of Daybeacon 32.
Change	Shrewsbury River Channel Buoy 41 (LLNR 33195) to Shrewsbury River Channel Daybeacon 37 (LLNR 33185), SG dayboards, at PA 40-20-18.007N, 74-00-03.565W.
Change	Shrewsbury River Channel Buoy 40 (LLNR 33190) to Shrewsbury River Channel Light 38, Fl R 2.5s, TR dayboards, at PA 40-20-17.674N, 74-00-05.956W.
Delete	Shrewsbury River Channel Buoy 41A (LLNR 33200) due to establishment of daybeacons.
Change	Shrewsbury River Channel Lighted Buoy 43 (LLNR 33205) to Shrewsbury River Channel Daybeacon 39, SG dayboards, at PA 40-19-50.711N, 73-59-49.578W.
Change	Shrewsbury River Channel Buoy 44 (LLNR 33210) to Shrewsbury River Channel Light 40, Fl R 4s, TR dayboards, at PA 40-19-50.349N, 73-59-51.945W.
Delete	Shrewsbury River Channel Buoy 45 (LLNR 33215).
Add	Shrewsbury River Channel Daybeacon 42 (LLNR 33215), TR dayboards, PA 40-19-32.039N, 73-59-52.035W.
Change	Shrewsbury River Channel Buoy 46 (LLNR 33220) to Shrewsbury River Channel Daybeacon 44, TR dayboards, at PA 40-19-22.930N, 73-59-45.656W.
Change	Shrewsbury River Channel Buoy 48 (LLNR 33225) to Shrewsbury River Channel Daybeacon 46, TR dayboards, at PA 40-19-02.823N, 73-59-49.470W.
Change	Shrewsbury River Channel Buoy 49 (LLNR 33230) to Shrewsbury River Channel Daybeacon 47, SG dayboards, at PA 40-18-51.921N, 74-00-00.976W.
Change	Shrewsbury River Channel Buoy 51 (LLNR 33230) to Shrewsbury River Channel Daybeacon 49, SG dayboards, at PA 40-18-45.487N, 74-00-11.263W.

NAVESINK RIVER

ADMIN: Next six changes are designed to simplify the first turn by relocating aids and get rid of the A and B numbers.

- Change** Navesink River Buoy 1A (LLNR 33240) to Navesink River Buoy 1N and Relocate to PA 40-23-10.016N, 73-58-47.013W.
- Change** Navesink River Buoy 2A (LLNR 33245) to Navesink River Buoy 2 and Relocate to PA 40-23-10.178N, 73-58-49.234W.
- Change** Navesink River Shoal Buoy 1 (LLNR 33250) to Navesink River Buoy 3 and Relocate to PA 40-23-02.843N, 73-58-48.882W.
- Change** Navesink River Buoy 2 (LLNR 33255) to Navesink River Buoy 4 and Relocate to PA 40-23-03.666N, 73-58-51.006W.
- ADMIN CHANGE -** CHANGE NAME OF NAVESINK RIVER BUOYS A, B, AND C TO NAVESINK RIVER DANGER BUOYS A, B, AND C.
- Change** Navesink River Lighted Buoy 1B (LLNR 33275) to Navesink River Lighted Buoy 5 and Relocate to PA 40-22-56.691N, 73-58-52.860W.
- Change** Navesink River Buoy 2B (LLNR 33280) to Navesink River Buoy 6 and Relocate to PA 40-22-56.745N, 73-58-58.635W.
- Change** Navesink River Buoy 4 (LLNR 33285) to Navesink River Light 8, Fl R 2.5s, TR dayboards, at PA 40-22-53.072N, 73-59-24.335W.
- Delete** Navesink River Lighted Buoy 5 (LLNR 33290).
ADMIN: Buoy no longer needed due to new Light 8 and Daybeacon 10.
- Change** Navesink River Buoy 6 (LLNR 33295) to Navesink River Daybeacon 10, TR dayboards, at PA 40-22-53.896N, 73-59-31.796W.
- Change** Navesink River Lighted Buoy 7 (LLNR 33300) to Navesink River Lighted Buoy 11.
- Change** Navesink River Lighted Buoy 9 (LLNR 33305) to Navesink River Light 13, Fl G 4s, SG dayboards, at PA 40-22-55.830N, 74-00-12.301W.
- Change** Navesink River Buoy 10 (LLNR 33310) to Navesink River Daybeacon 14, TR dayboards, at PA 40-22-57.757N, 74-00-12.282W.

Delete Navesink River Buoy 11 (LLNR 33315). ADMIN:
Increased visual range of daybeacons makes this
aid location unnecessary.

Delete Navesink River Buoy 12 (LLNR 33320). ADMIN:
Increased visual range of daybeacons makes this
aid location unnecessary.

Change Navesink River Lighted Buoy 13 (LLNR 33325) to
Navesink River Light 15, Fl G 2.5s, SG dayboards,
at PA 40-22-54.664N, 74-00-41.878W

Add Navesink River Daybeacon 16 (LLNR 33328), TR
dayboards, at PA 40-22-56.382N, 74-00-45.157W.

Change Navesink River Lighted Buoy 15 (LLNR 33330) to
Navesink River Light 17, Fl G 4s, SG dayboards, at
PA 40-22-40.816N, 74-01-34.227W.

Change Navesink River Buoy 16 (LLNR 33335) to Navesink
River Daybeacon 18, TR dayboards, at
PA 40-22-26.003N, 74-02-15.636W.

Change Navesink River Buoy 17 (LLNR 33340) to Navesink
River Daybeacon 19, SG dayboards, at
PA 40-22-12.000N, 74-02-45.030W.

Change Navesink River Lighted Buoy 18 (LLNR 33345) to
Navesink River Light 20, Fl R 4s, TR dayboards, at
PA 40-22-08.487N, 74-03-06.185W.

Change Navesink River Lighted Buoy 19 (LLNR 33350) to
Navesink River Light 21, Fl G 2.5s, SG dayboards,
at PA 40-21-54.124N, 74-03-23.937W.

Delete Navesink River Buoy 20 (LLNR 33355). ADMIN:
Increased visual range of daybeacons makes this
aid location unnecessary.

Delete Navesink River Buoy 21 (LLNR 33360). ADMIN:
Increased visual range of daybeacons makes this
aid location unnecessary.

Change Navesink River Buoy 22 (LLNR 33365) to Navesink
River Daybeacon 22, TR dayboards, at PA 40-21-
40.166N, 74-03-38.143W.

Change Navesink River Buoy 23 (LLNR 33370) to Navesink
River Daybeacon 23, SG dayboards, at PA 40-21-
28.117N, 74-03-45.136W.

Change Navesink River Buoy 24 (LLNR 33375) to Navesink
River Daybeacon 24, TR dayboards, at PA 40-21-
24.195N, 74-03-51.010W.

Change

Navesink River Buoy 26 (LLNR 33380) to Navesink River Daybeacon 26, TR dayboards, at PA 40-21-17.671N, 74-04-00.071W.

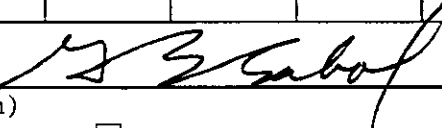

GENERAL COMMENTS

A large percentage of the aids within Group Sandy Hook's AOR are located in this WAMS. The topic of creating ANT Sandy Hook was discussed with Master Chief Johnson (OIC ANT NY). A quick review of Sandy Hook's AOR indicates that there are significant economies of scale to leaving ANT New York intact instead of taking billets away from ANT New York to create ANT Sandy Hook.

There is no significant difference in distance to many areas in Sandy Hook's AOR, example: To Rockaway Inlet from GI is 11.5 NM while from Sandy Hook it's 9 NM. The Shrewsbury River and parts of the Lower Bay are the only areas with a large number of buoys that has a significant difference in distance between Group Sandy Hook (3 NM) and Governors Island (17 NM). However, ANT NY visits the area only a few times a year, spring, fall and for discrepancy response. It used to take ANT NY several weeks to work the seasonal aids on the Shrewsbury and Navesink Rivers. More efficient procedures have halved the time needed. When the buoys are replaced by daybeacons and lights even less time will be needed for seasonals and discrepancy response. Most ANT NY discrepancy response is conducted by TANB, the transit from GI to Shrewsbury takes less than an hour.

There are eight Lights in the Lower Bay and Ambrose Channel. ANT Sandy Hook would have to be large enough to maintain and run a buoy boat, TANB, and have technicians for running the lights. If an ANT Sandy Hook was created by taking away billets from ANT NY, a large percentage of ANT NY billets would be removed while relieving only a small amount of ANT NY's work load.

1520

DEPARTMENT OF TRANSPORTATION U.S. COAST GUARD CG-3213 (Rev. 3-80)		AIDS TO NAVIGATION OPERATION REQUEST (See Instructions on Page 2)							
1. COMMANDANT (G-NSR)									
2. OBJECT NUMBER 94270		3. LOCATION 01520 NJ-Shrewsbury and Navesink Rivers				4. DATE SUBMITTED 4/14/94			
5. CHART REFERENCES 12324						6. NO. OF CG-3213(A-E) ATTACHED 21			
7. SUMMARY OF ACTION PROPOSED Convert nine daybeacons to unlighted buoys. Convert nine lights to lighted buoys. convert one daybeacon to a lighted buoy. Add one lighted buoy and one unlighted buoy.									
8. JUSTIFICATION The structure to buoy conversion is the result of ice destroying the structures during the past winter. Three changes, adding an unlighted buoy, converting an unlighted aid(daybeacon) to a lighted aid(buoy) and the renumbering of an aid are the result of shoaling. <div>22' 66' 6368</div>									
9. NOTICE TO MARINERS, LIGHT LIST AND CHARTING DATA See Enclosure (1) 128									
10. ESTIMATED COSTS				13. BUOY ALLOWANCE CHANGES					
A. CONTRACTS				UNIT	TYPE	ON STATION	NEW TOTAL	ROT. SPARES	NEW TOTAL
B. CG MATERIAL				USCG SupCen Ind. Governors Is. NY	5X9LFR	+ 1			
C. INDUSTRIAL LABOR					6NPLR	+ 5			
D. INDUSTRIAL TRAVEL					6CPLR	+ 5			
E. OVERHEAD					6NPR	+ 4			
F. CONTINGENCIES					6CPR	+ 6			
G. OTHER									
H. FUNDS REQUIRED				14. FORWARDED (Signature) G. S. Sabol, LCDR, USCG 					
11. <input checked="" type="checkbox"/> OP. EXPENSE <input type="checkbox"/> AC&I				15. FROM: COMMANDANT (G-NSR) (oan) G. S. Sabol, LCDR, USCG					
12. RECEIVED				RETURNED <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> DISAPPROVED					
CHARTED				REMARKS					
N									
LED									
LOCAL									
WEEKLY				DATE 94 04 14					
LIGHT LIST				SIGNATURE  C. C. Beck, CAPT, USCG					

94-270

U.S. Department
of Transportation
**United States
Coast Guard**



Officer in Charge
U. S. Coast Guard
Aids to Navigation Team

Governors Island
New York, NY 10004
(212) 668-7189
FAX (212) 668-6368

16503
24 May 95

From: Officer in Charge, Aids to Navigation Team, New York
To: Commander, First Coast Guard District (OAN)
Via: Commander, Coast Guard Group New York

John 5 MAY 95

Subj: TEMPORARY BUOY HULLS

Ref: (a) CCGDONE BOSTON MA (OAN) MSG 051346Z MAY 95

1. The following is a list of units temporary buoys that are on station in place of lost wood pile structures. These aids were placed on scene after the severe winter storm of 93-94. Ant New York request that these aids become permanent due to the non-availability of a pile driver construction tender in the first district. These aids would become seasonal removals with dates from 12/01 to 04/15.

- a. Navesink Rvr CH BY 22 (LLNR 36090)
- b. Navesink Rvr CH BY 23 (LLNR 36095)
- c. Navesink Rvr CH LB 18 (LLNR 36060)
- d. Navesink Rvr CH LB 17 (LLNR 36055)
- e. Navesink Rvr CH BY 10 (LLNR 36020)
- f. Navesink Rvr CH LB 8 (LLNR 36010)
- g. Shrewsbury Rvr CH LB 3 (LLNR 35745)
- h. Shrewsbury Rvr CH LB 2 (LLNR 35740)

5NPR - Approved 4/14/95
5CPR - Awaiting Product
6NPLR } - Approved 4/14/95
6CPLR }
5NPR }
6NPLR }
5X11LCR } - Awaiting Product
5X11LNR }

2. The following aid is a temporary buoy which is marking a newly constructed groin in Coney Island Channel. Ant New York also request that this aid be permanent. Unable to produce a FID due to no aid number assigned in atonis.

- a. Coney Island CH Temp BY 8 (NO LLNR)

3NR - NO ACTION TAKEN

3. The following aid is marking the Cuban Ledge Shoal. Cuban LDG Daybeacon will be rebuilt by ANT New York in two to three weeks.

- a. Cuban LDG Danger Buoy (LLNR 26005)

5CPR - DONE

4. The following aid was temporally established IAW ATON ORDER 06-94-013 so the state of New Jersey could remove the obstruction at the old bridge. There has been no work done in the past year on the obstruction. Request to disestablish aid. Unable to produce a FID due to no aid number assigned in atonis.

- a. Shrewsbury Rvr CH LB 11A (35786)

6CPLR - MAY MAKE PERMANENT DUE TO STATE DEPARTMENT CITATION - WILL REVIEW FOR PERMIT TO MAKE PERM.

C. Johnson
C. JOHNSON

U.S. Department
of Transportation

United States
Coast Guard



Commander
First Coast Guard District

408 Atlantic Avenue
Boston, MA 02110-3350
Staff Symbol: (oan)
Phone: (617) 223-8335

COPY

16500/2


MAR 22 1996

From: Commander, First Coast Guard District
To: Officer in Charge, Aids to Navigation Team New York
Via: Commander, Coast Guard Group New York
Subj: **ATON ORDER 03-96-007** CONVERSION OF TEMPORARY AIDS ON
NAVESINK AND SHREWSBURY RIVERS TO PERMANENT.

1. The following temporary aids to navigation are now classified as permanent, and shall be relieved on a seasonal basis:

- a. Shrewsbury River LB 2 (LLNR 35740)
- b. Shrewsbury River CH LB 3 (LLNR 35745)
- c. Navesink River CH BY 23 (LLNR 36095)

2. The ATONIS database will be updated to reflect these changes. Report the completion of this ATON order by Priority message. If you have any questions contact LTJG Hansen.


R. W. BATSON
By direction

Encl: (1) CG Form 3213 of 2 Feb 96: Shrewsbury River LB 2
(2) CG Form 3213 of 2 Feb 96: Shrewsbury River CH LB 3
(3) CG Form 3213 of 2 Feb 96: Navesink River CH LB 23


Receipt

AIDS TO NAVIGATION OPERATION REQUEST

(See Instructions on Page 2)

1. To: COMMANDANT (G-NSR)

2. PROJECT NUMBER

76-0014 D

3. LOCATION

1520 - SHREWSBURY RIVER

4. DATE SUBMITTED

02/22/1996

5. CHART REFERENCES

See Attached Chart Corrections

6. NO. OF CG-3213(A-E) ATTACHED

1

7. SUMMARY OF ACTION PROPOSED

Change Shrewsbury Riv Lt 2 (LLNR 35740) to Shrewsbury Riv LB 2

8. JUSTIFICATION

Current buoy was set on station in Spring of 1994 after a severe winter storm destroyed pilings that the original light was on. Due to un-availability of pile driver and severe icing in the area, Ant New York request this aid be permanently assigned with seasonal removal dates from 12/01 to 04/15.

9. NOTICE TO MARINERS, LIGHT LIST AND CHARTING DATA

See Attached Advance Notices

10. ESTIMATED COSTS

13. BUOY ALLOWANCE CHANGES

A. CONTRACTS	0.00	South Weymouth	5X11LNR	ON STATION	NEW TOTAL	ROT. SPARES	NEW TOTAL
B. CG MATERIAL	8,700.00						
C. INDUSTRIAL LABOR	0.00						
D. INDUSTRIAL TRAVEL	0.00						
E. OVERHEAD	0.00						
F. CONTINGENCIES	0.00						
G. OTHER	0.00						
H. FUNDS REQUIRED	8,700.00						
11. <input checked="" type="checkbox"/> OP. EXPENSE <input type="checkbox"/> AC&I		14. FORWARDED (Signature) <i>C.E. Negretti</i>					
12. RECEIVED		15. FROM: C.E. Negretti, Chief. Sig. Mgmt.					
MAILED		RETURNED <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> DISAPPROVED					
LOCAL		REMARKS					
WEEKLY		DATE 3/15/96 SIGNATURE <i>Cw Paton</i>					
LIGHT LIST							

DEPARTMENT OF TRANSPORTATION U.S. COAST GUARD CG-3213 (Rev. 3-80)		AIDS TO NAVIGATION OPERATION REQUEST (See Instructions on Page 2)					
1. To: COMMANDANT (G-NSR)							
2. PROJECT NUMBER		3. LOCATION			4. DATE SUBMITTED		
6-0015 D		1521 - NAVESINK RIVER			02/22/1996		
5. CHART REFERENCES					6. NO. OF CG-3213(A-E) ATTACHED		
See Attached Chart Corrections					1		
7. SUMMARY OF ACTION PROPOSED							
Change Navesink Riv Ch Dbn 23 (LLNR 36095) to Navesink Riv Ch By 23							
8. JUSTIFICATION							
Current buoy was placed on station in spring of 1994 after a severe winter storm. Due to the un-availability of pile driver and severe icing in the area Ant New York requests this aid be made permanent with seasonal relief dates from 12/01 to 04/15.							
9. NOTICE TO MARINERS, LIGHT LIST AND CHARTING DATA							
See Attached Advance Notices							
10. ESTIMATED COSTS				13. BUOY ALLOWANCE CHANGES			
A. CONTRACTS		0.00		UNIT	TYPE	ON STATION	NEW TOTAL
B. CG MATERIAL		910.00		South Weymouth	5CFR	+1	
C. INDUSTRIAL LABOR		0.00					
D. INDUSTRIAL TRAVEL		0.00					
E. OVERHEAD		0.00					
F. CONTINGENCIES		0.00					
G. OTHER		0.00					
H. FUNDS REQUIRED		910.00		14. FORWARDED (Signature) <i>C.E. Negretti</i>			
11. <input checked="" type="checkbox"/> OP. EXPENSE <input type="checkbox"/> AC&I				C.E. Negretti, Chief, Sig. Mgmt.			
12.				15. FROM:			
RECEIVED				RETURNED <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> DISAPPROVED			
0				REMARKS			
MAILED				DATE <u>3/15/96</u> SIGNATURE <i>Pw Datsm</i>			
LOCAL							
WEEKLY							
LIGHT LIST							

AIDS TO NAVIGATION OPERATION REQUEST

(See Instructions on Page 2)

1. To: COMMANDANT (G-NSR)

2. PROJECT NUMBER

6-0016 D

3. LOCATION

1520 - SHREWSBURY RIVER

4. DATE SUBMITTED

02/22/1996

5. CHART REFERENCES

See Attached Chart Corrections

6. NO. OF CG-3213(A-E) ATTACHED

1

7. SUMMARY OF ACTION PROPOSED

Change Shrewsbury Riv Ch Lt 3 (LLNR 35745) to Shrewsbury Riv Ch LB 3

8. JUSTIFICATION

Current buoy was set on station in the spring of 1994 after a severe winter storm. Due to the un-availability of a pile driver and severe icing in the area, Ant New York requests the aid be made permanent with a seasonal relief date from 04/15 to 12/01.

9. NOTICE TO MARINERS, LIGHT LIST AND CHARTING DATA

See Attached Advance Notices

10. ESTIMATED COSTS

A. CONTRACTS	0.00
B. CG MATERIAL	8,700.00
C. INDUSTRIAL LABOR	0.00
D. INDUSTRIAL TRAVEL	0.00
E. OVERHEAD	0.00
F. CONTINGENCIES	0.00
G. OTHER	0.00
H. FUNDS REQUIRED	8,700.00

13. BUOY ALLOWANCE CHANGES

UNIT	TYPE	ON STATION	NEW TOTAL	ROT. SPARES	NEW TOTAL
South Weymouth	5X11LCR	+1			

11. ☒ OP. EXPENSE ☐ AC&I

14. FORWARDED (Signature)

C.E. Negretti, Chief, Sig. Mgmt.

12.

15. FROM:

RETURNED

☒

APPROVED

☐

DISAPPROVED

REMARKS

DATE

3/15/96

SIGNATURE

[Signature]

7189

Officer in Charge
U. S. Coast Guard
Aids to Navigation Team

Governors Island
New York, NY 10004
(212)668-

FAX (212)668-6368

16503
24 May 95

From: Officer in Charge, Aids to Navigation Team, New York
To: Commander, First Coast Guard District (oan)
Via: Commander, Coast Guard Group New York

Subj: TEMPORARY BUOY HULLS

Ref: (a) CCGDONE BOSTON MA (OAN) MSG 051346Z MAY 95

1. The following is a list of units temporary buoys that are on station in place of lost wood pile structures. These aids were placed on scene after the severe winter storm of 93-94. Ant New York request that these aids become permanent due to the non-availability of a pile driver constructor tender in the first district. These aids would become seasonal removals with dates from 12/01 to 04/15.

a. Navesink Rvr CH BY 22 (LLNR 36090)	5NPR
b. Navesink Rvr CH BY 23 (LLNR 36095)	5CPR
c. Navesink Rvr CH LB 18 (LLNR 36060)	6NPLR
d. Navesink Rvr CH LB 17 (LLNR 36055)	6CPLR
e. Navesink Rvr CH BY 10 (LLNR 36020)	5NPR
Navesink Rvr CH LB 8 (LLNR 36010)	6NPLR
Shrewsbury Rvr CH LB 3 (LLNR 35745)	5X11LCR
.. Shrewsbury Rvr CH LB 2 (LLNR 35740)	5X11LNR

2. The following aid is a temporary buoy which is marking a newly constructed groin in Coney Island Channel. Ant New York also request that this aid be permanent. Unable to produce a FID due to no aid number assigned in atonis.

a. Coney Island CH Temp BY 8 (NO LLNR) 3NR

3. The following aid is marking the Cuban Ledge Shoal. Cuban LDG Daybeacon will be rebuilt by ANT New York in two to three weeks.

a. Cuban LDG Danger Buoy (LLNR 26005) 5CPR

4. The following aid was temporally established IAW ATON ORDER 06-94-013 so the state of New Jersey could remove the obstruction at the old bridge. There has been no work done in the past year on the obstruction. Request to disestablish aid. Unable to produce a FID due to no aid number assigned in atonis.

a. Shrewsbury Rvr CH LB 11A (35786) 6CPLR

C. JOHNSON



16500/2
JUN 07 1993

From: Commander, First Coast Guard District
To: Officer in Charge, Aids to Navigation Team New York
Via: Commander, Coast Guard Group New York

Subj: ATON ORDER 06-93-006

1. Complete work in Sandy Hook Bay, per enclosure (1). This work includes:
 - a. Changing 31 buoys to lights/daybeacons
 - b. Rename/renumber 23 aids
 - c. Relocate 1 buoy
 - d. Change light characteristic on 5 aids
 - e. Decommission 14 buoys
 - f. Establish 2 buoys
 - g. Establish 3 lights/daybeacons
2. Coordinate with Coast Guard ANT Moriches to obtain funding/equipment.
3. Contact CWO4 P. M. Blank at (617) 223-8352 within two weeks of receiving this ATON ORDER to schedule the work. PRIOR TO THE COMMENCEMENT OF ANY WORK, AT LEAST FOUR TO SIX WEEKS ADVERTISEMENT IN THE LOCAL NOTICE TO MARINERS IS REQUIRED.
4. This work is to be completed by 15 Sep 1993.

A handwritten signature in black ink, appearing to read "C. C. Beck".

C. C. BECK
By direction

Encl: (1) Project 01-93-392

Completed
12/23/93

OF
ION
JARD
N. 3-80)

AIDS TO NAVIGATION OPERATION REQUEST

(See Instructions on Page 2)

AMANDANT (G-NSR)

NUMBER

92 2470

3. LOCATION

01515 NJ-SANDY HOOK BAY

4. DATE SUBMITTED

4/19/93

HART REFERENCES

2327 12401 12324

5. NO. OF CG-3213(A-E) ATTACHED

79

SUMMARY OF ACTION PROPOSED:

LT will ^{be} test. at Compton CH's entrance. On the Shrewsbury and Navesink Rivers some buoys will be replaced by LTs or DBNs, 5X9 LF's will be used in high current areas.

JUSTIFICATION

Sandy Hook Bay WAMS of December 1992 (attached).

delete 3-5X11, 3-5CI, 4-6NPLR, 8-6CPLR, 15-6NPR, 14-6CPR

add 3-5X9LNFR, 4-5X9LCFR, 1-3NR, 1-5NFR, 37 LTs / DBNs

NOTICE TO MARINERS, LIGHT LIST AND CHARTING DATA

see Enclosure (1) 50

10. ESTIMATED COSTS

1. CONTRACTS	
3. CG MATERIAL	220,000
2. INDUSTRIAL LABOR	
2. INDUSTRIAL TRAVEL	
3. OVERHEAD	
3. CONTINGENCIES	
3. OTHER	
4. FUNDS REQUIRED	\$ 220,000

☐ OP. EXPENSE ☒ AC&I

13. BUOY ALLOWANCE CHANGES

UNIT	TYPE	ON STATION	NEW TOTAL	ROT. SPARES	NEW TOTAL
USCG SupCen Ind. Governors Is. NY	SEE ABOVE LIST				

14. FORWARDED (Signature)

C. C. Beck, CAPT, USCG

15. FROM: Commandant (G-NSR)

RETURNED ☒

APPROVED ☒

DISAPPROVED ☐

RECEIVED

CHA

ACTION

MAILED

LOCAL

WEEKLY

WIGHT LIST

REMARKS

1. Waterways AC&I funds will be provided in FY93 for structures to be constructed by WLIC. Remainder of funds provided as they become available.

DATE

5/15/93

SIGNATURE

L. J. BLACK, CAPT, USCG

United States Coast Guard
First District Telecommunications Center
Boston MA

CCGDONE BOSTON MA

COG : OAN
INFO : DPL DTM OPC OAN1
SSIC : 16500
KEYWORD : ATON

301123Z SEP 93 ZUI ASN-D01273001547

4 COGARD ANT NEW YORK NY
O COMCOGARDGRU NEW YORK NY
NFO CCGDONE BOSTON MA//OAN//
EN/COMCOGARDGRU SANDY HOOK NJ
EN/COGARD STA SANDY HOOK NJ
EN/USCGC PRIMROSE

T
NCLAS //N16500//
UBJ: ATON ORDER 06-93-006

. IAW ATON ORDER CHANGED THE FOLLOWING AIDS;
. SHREWSBURY RVR CH BY 16 RENUMBERED TO SHREWSBURY RVR CH BY 12
LLNR 35800)
. SHREWSBURY RVR CH BY 17 RENUMBERED TO SHREWSBURY RVR CH BY 13
LLNR 35805)
. SHREWSBURY RVR CH BY 20 RENUMBERED TO SHREWSBURY RVR CH BY 14
LLNR 35820)
. SHREWSBURY RVR CH BY 19 RENUMBERED TO SHREWSBURY RVR CH BY 15
LLNR 35815)
. SHREWSBURY RVR CH BY 21 RENUMBERED TO SHREWSBURY RVR CH BY 17
LLNR 35825)
. SHREWSBURY RVR CH BY 22 RENUMBERED TO SHREWSBURY RVR CH BY 18
LLNR 35830)
. SHREWSBURY RVR CH BY 24 RENUMBERED TO SHREWSBURY RVR CH BY 20
LLNR 35840)
. SHREWSBURY RVR CH BY 26 RENUMBERED TO SHREWSBURY RVR CH BY 22
LLNR 35845) AND RELOCATED TO PA 40-22-03.323N, 073-58-31.902W
. SHREWSBURY RVR CH BY 28 RENUMBERED TO SHREWSBURY RVR CH BY 24
LLNR 35845) AND RELOCATED TO PA 40-21-42.337N, 073-58-37.270W
. DECOMMISSIONED SHREWSBURY RVR CH LB 31 (LLNR 35855)
. SHREWSBURY RVR CH BY 23 RENUMBERED TO SHREWSBURY RVR CH LB 19
LLNR 35835), FLG 2.5 SECONDS.
. COMMISSIONED SHREWSBURY RVR CH BY 16 (LLNR 358223) IN PA 40-22-
4.224N, 073-58-40.130W
. DECOMMISSIONED SHREWSBURY RVR CH BY 15 (LLNR 35795)
. SHREWSBURY RVR CH LB 6 CHANGED TO SHREWSBURY RVR CH BY 6 (LLNR
5760) AND RELOCATED TO PA 40-24-43.823N, 074-00-06.368W
. REQUEST BNM.

T
NNN

----- Initials ----- Initials ----- Initials -----
as kh dr kch pmb

ON PL DM OP OA DE D1
ON/099230 PL/050232 DM/102917 OP/238339 OA/005876

United States Coast Guard
First District Telecommunications Center
Boston MA

CCGDONE BOSTON MA

COG : OAN
INFO : DPL DTM OPC OAN1
SSIC : 16500
KEYWORD : ATON

P 302200Z SEP 93 ZUI ASN-D01274001698

FM COGARD ANT NEW YORK NY

INFO CCGDONE BOSTON MA//OAN//

ZEN/COMCOGARDGRU SANDY HOOK NJ

ZEN/COGARD STA SANDY HOOK NJ

ZEN/USCGC PRIMROSE

BT

UNCLAS //N16500//

SUBJ: ATON ORDER 06-93-006

1. IAW ATON ORDER 06-93-006 CHANGED THE FOLLOWING AIDS:

A. RELOCATED SHREWSBURY RVR CH BY 4 (LLNR 35750) TO PA 40-24-56.653N, 074-00-12.125W.

B. DECOMMISSIONED SHREWSBURY CH LB 13 (LLNR 35790).

C. CHANGED SHREWSBURY CH LB 5 (LLNR 35790) TO A FLG 2.5SEC AND RELOCATED TO PA 40-24-48.800N 074-00-05.571W.

D. CHANGED SHREWSBURY RVR CH BY 7 TO SHREWSBURY RVR CH LB 7 (LLNR 35765) FLG 4SEC AND RELOCATED TO PA 40-24-42.226N, 073-59-56.766W.

E. CHANGED SHREWSBURY RVR CH BY 9 TO SHREWSBURY RVR CH LB 9 (LLNR 35765) FLG 6SEC AND RELOCATED TO PA 40-24-38.020N, 073-59-45.315W.

F. CHANGED SHREWSBURY RVR CH LB 11 (LLNR 35785) TO A FLG 2.5SEC AND RELOCATED TO PA 40-24-23.134N, 073-59-04.161W.

G. DECOMMISSIONED SHREWSBURY RVR CH BY 8 (LLNR 35770).

H. COMMISSIONED SHREWSBURY RVR CH LB 26 (LLNR 35851) FLR 2.5SEC IN PA 40-21-27.826N, 073-58-34.899W.

BT

NNNN

----- Initials ----- Initials ----- Initials -----
pmb

United States Coast Guard
First District Telecommunications Center
Boston MA

CCGDONE BOSTON MA

COG : OAN
INFO : DPL DTM OPC OAN1
SSIC : 16500
KEYWORD : ATON

P 040030Z OCT 93 ZUI ASN-D01277001452

FM COGARD ANT NEW YORK NY

TO COMCOGARDGRU NEW YORK NY

INFO CCGDONE BOSTON MA//OAN//

CCGDFIVE PORTSMOUTH VA//OAN//

ZEN/COMCOGARDGRU SANDY HOOK NJ

ZEN/COGARD STA SANDY HOOK NJ

BT

UNCLAS //N16500//

SUBJ: ATON ORDER 06-93-006

1. IAW ATON ORDER CHANGER THE FOLLOWING AIDS:

A. CHANGER SHREWSBURY RVR BY 33 TO SHREWSBURY RVR CH DBN 29
(LLNR 35870) IN PA 40-21-03.87N, 073-59-09.617W.

B. DECOMMISSIONED SHREWSBURY RVR CH BY 32 (LLNR 35865).

C. CHANGED SHRESBURY RVR CH LB 34 TO SHRESBURY RVR CH LT 30
(LLNR 35875) FLR 4SEC IN PA 40-21-06.042, 073-59-10.878W.

D. CHANGED SHREWSBURY RVR CH BY 36 TO SHREWSBURY RVR CH DBN
32 (LLNR 35885) IN PA 40-20-49.829N, 073-59-44.338W.

E. CHANGED SHREWSBURY RVR CH LB 37 TO SHRESBURY7 RVR CH LT 31
(LLNR 35890) FLG 4SEC IN PA 40-2--48.419, 073-59-43.338

F. CHANGED SHRESBURY RVR CH BY 38 TO SHREWSBURY RVR CH LT 34
(LLNR 35910) FLR 4SEC IN PA 40-20-27.948N, 074-00--5.392W.

G. DECOMMISSION SHRESBURY RVR CH BY 37A (LLNR 35895).

2. REQUEST BNM.

BT

NNNN

----- Initials ----- Initials ----- Initials -----
cad bmm dwf hja cag ccb sas
dr pmb

United States Coast Guard
First District Telecommunications Center
Boston MA

CCGDONE BOSTON MA

COG : OAN
INFO : DPL DTM OPC OAN1
SSIC : 16500
KEYWORD : ATON

P 042200Z OCT 93 ZUI ASN-D01278000980

FM COGARD ANT NEW YORK NY

TO COMCOGARDGRU NEW YORK NY

INFO CCGDONE BOSTON MA//OAN//

CCGDFIVE PORTSMOUTH VA//OAN//

ZEN/COMCOGARDGRU SANDY HOOK NJ

ZEN/COGARD STA SANDY HOOK NJ

ZEN/USCGC PRIMROSE

BT

UNCLAS //N16500//

SUBJ: ATON ORDER 06-93-006

1. IAW ATON ORDER CHANGED THE FOLLOWING AIDS;

A. CHANGED SHREWSBURY RVR CH LB 37B TO SHREWSBURY RVR CH DBN
33 (LLNR 35900) IN PA 40 20 30.006N, 74-00-01.072W

B. CHANGED SHREWSBURY RVR CH BY 37C TO SHREWSBURY RVR
CH DBN 35 (LLNR 35905) IN PA 40 20 24.837N, 074 00 03.515W

C. CHANGED SHREWSBURY RVR CH LB 40 TO SHREWSBURY

RVR CH LT 38 (LLNR 35915) FLR 2.5 SEC. IN PA

40 17.561N, 074 00 05.506W

D. CHANGED SHREWSBURY RVR CH LB 41 TO SHREWSBURY RVR

DBN 37 (LLNR 35920) IN PA 40 19 50.296N, 074 00 04.052W

E. DECOMMISSIONED SHREWSBURY RVR CH BY 41A (LLNR 35925)

F. CHANGED SHREWSBURY RVR CH BY 43 TO SHREWSBURY RVR

DBN 39 (LLNR 35930) IN PA 40 19 50.296N 073 59 49.704W

G. CHANGED SHREWSBURY RVR CH BY 44 TO SHREWSBURY RVR CH

LT 40 (LLNR 35935) FLR 4 SEC. IN PA 40 19 49.952N,

073 59 51.612W

H. DECOMMISSIONED SHREWSBURY RVR CH BY 45 (LLNR 35940)

I. COMMISSIONED SHREWSBURY RVR CH DBN 42 (LLNR 35940)

IN PA 40 19 31.956N, 073 59 50.590W

J. CHANGED SHREWSBURY RVR CH BY 46 TO SHREWSBURY

RVR CH DBN 44 (LLNR 35945) IN PA 40 19 22.995N,

073 59 45.463W

K. CHANGED NAVESINK RVR BY 16 TO NAVESINK RVR LT 18

(LLNR 36060) FLR 2.5 SEC. PA 40 22 25.761N,

074 02 15.457W

L. CHANGED NAVESINK RVR BY 17 TO NAVESINK RVR DBN

19 (LLNR 36065) PA 40 22 12.340N, 074 02 43.639W

M. DECOMMISSIONED NAVESINK RVR BY 20 (LLNR 36080)

N. DECOMMISSIONED NAVESINK RVR BY 21 (LLNR 36085)

O. CHANGED NAVESINK CH LB 18 TO NAVESINK CH LT 20 (LLNR 36070)

FLR 4 SEC PA 40 22 08.336N 074 03 05.609W

P. CHANGED NAVESINK CH BY 19 TO NAVESINK CH LT 21 (LLNR 36070)

FLR 5 SEC IN PA 40 21 56.083N; 074 03 22.780W

Q. CHANGED NAVESINK RVR CH BY 22 TO NAVESINK RVR DBN

22 (LLNR 36090) IN PA 40 21 40.290N, 074 03 37.405W

R. CHANGED NAVESINK RVR CH BY 23 TO NAVESINK RVR CH

DBN 23 (LLNR 36095) IN PA 40 21 28.455N, 074 03 45.672N

S. CHANGED NAVESINK RVR CH BY 24 TO NAVESINK RVR CH

DBN 24 (LLNR 36100) IN PA 40 21 24.687N

074 03 50.202W

1. CHANGED NAVESINK RVR CH BY 26 TO NAVESINK RVR CH
DBN 26 (LLNR 36105) IN PA 40 21 17.823N,
074 03 59.982W

2. ESTABLISHED NAVESINK RVR DBN 16 (LLNR 36057) IN
PA 22 56.087N, 074 00 44 791W

3. TO FIXED BRIDGE IN SHREWSBURY RVR AND CGC
PRIMROSE MAST HEIGHT THE FOLLOWING AIDS WERE RENUMBERED
BUT NOT CHANGED TO DBNS;

A. SHREWSBURY RVR CH BY 48 TO SHREWSBURY CH BY 46
(LLNR 35950)

B. SHREWSBURY RVR CH BY 49 TO SHREWSBURY CH BY 47
(LLNR 35955)

C. SHREWSBURY RVR CH BY 51 TO SHREWSBURY CH BY 49
(LLNR 35960)

3. REQUEST BNM

BT

NNNN

----- Initials ----- Initials ----- Initials -----
dwf rjs cad dr pmb

United States Coast Guard
First District Telecommunications Center
Boston MA

CCGDONE BOSTON MA

COG : OAN
INFO : DPL DTM OPC OAN1
SSIC : 16500
KEYWORD : ATON, BOUY

R 060330Z OCT 93 ZUI ASN-D01279001080

FM COGARD ANT NEW YORK NY
TO COMCOGARDGRU NEW YORK NY
INFO CCGDONE BOSTON MA//OAN//
CCGDFIVE PORTSMOUTH VA//OAN//
ZEN/COMCOGARDGRU SANDY HOOK NJ
COGARD STA NEW YORK NY
ZEN/USCGC PRIMROSE
BT

UNCLAS //N16500//

SUBJ: ATON ORDER 06-93-006

1. IAW ATON ORDER 06-93-006 CHANGE OF BOUY'S
 - A. RENAMED NAVESINK CH BY 1A TO NAVESINK RVR BY 1N (LLNR 35965).
 - B. CHANGED SHREWSBURY RVR LB 2 TO SHREWSBURY RVR LT 2 (LLNR 35740).
FL R 4 SEC IN PA 40-25-12-.888N, 074-00-19.244W.
 - C. RENAMED NAVESINK CH BY 2A TO NAVESINK RVR CH BY 4 (LLNR 35970).
 - D. RENAMED NAVESINK CH LB 1B TO NAVESINK CH LB 5 (LLNR 36000).
 - E. RENAMED NAVESINK CH BY 2B TO NAVESINK RVR CH BY 6 (LLNR 36005).
 - F. CHANGED NAVESINK CH BY 4 TO NAVESINK RVR CH LT 8 (LLNR 36010)
FL 2.5 SEC IN PA 40-22-52.845N, 073-59-24.143W.
 - G. DECOMMISSIONED NAVESINK RVR CH LB 5 (LLNR 36015).
 - H. CHANGED NAVESINK RVR BY 6 TO NAVESINK RVR DBN 10 (LLNR 36020) IN
PA 40-22-53.397N, 073-59-31.843W.
 - I. RENUMBERED NAVESINK RVR CH LB 7 TO NAVESINK RVR LB 11 (LLNR 36025).
 - J. CHANGED NAVESINK RVR CH LB 9 TO NAVESINK RVR CH LT 13 (LLNR 36030)
FL G 4 SEC IN PA 40-22-59.671N, 074-00-07.262W.
 - K. CHANGED NAVESINK RVR CH BY 10 TO NAVESINK RVR DBN 14 (LLNR 36035)
IN PA 40-22-57.558N, 074-00-11.892W.
 - L. DECOMMISSIONED NAVESINK RVR CH BY 11 (LLNR 36040).
 - M. DECOMMISSIONED NAVESINK RVR CH BY 12 (LLNR 36045).
 - N. CHANGED NAVESINK RVR LB 13 TO NAVESINK RVR LT 15 (LLNR 36050) FL G
2.5 SEC IN PA 40-22-55.104N, 074-00-44.164W.
 - O. CHANGED NAVESINK RVR LB 15 TO NAVESINK RVR LT 17 (LLNR 36055) FL G
4 SEC IN PA 40-22-43.622N, 074-01-24.172W IN 10 FEET MLW. POSTION
DIFFERENT FROM ATON ORDER DUE TO SHOAL.
2. REQUEST BNM.

BT

NNNN

----- Initials ----- Initials ----- Initials -----
cad rjs pmb

DN PL DM OP OA DE D1
DN/100117 PL/050541 DM/103591 OP/239919 OA/006104

United States Coast Guard
First District Telecommunications Center
Boston MA

CCGDONE BOSTON MA

COG : OAN
INFO : DPL DTM OPC OAN1
SSIC : 16500
KEYWORD : ATON

P 061830Z OCT 93 ZUI ASN-D01279001462

FM COGARD ANT NEW YORK NY

TO COMCOGARDGRU NEW YORK NY

INFO CCGDONE BOSTON MA//OAN//

CCGDFIVE PORTSMOUTH VA//OAN//

ZEN/COMCOGARDGRU SANDY HOOK NJ

ZEN/COGARD STA SANDY HOOK NJ

ZEN/USCGC PRIMROSE

BT

JNCLAS //N16500//

SUBJ: ATON ORDER 06-93-006

1. IAW ATON ORDER CHANGED THE FOLLOWING AIDS:

A. CHANGED SHREWBURY RVR CH BY 3 TO SHREWBURY RVR CH LT 3 (LLNR 35745) FLG 4SEC IN PA 40-25-01.083N, 074-00-09.605W.

2. REQUEST BNM.

3. THIS CHANGE COMPLETES SHREWBURY RVR AND NAVESINK RVR ATON ORDER.

4. THANK YOU TO THE USCGC PRIMROSE FOR THE OUTSTANDING WORK AND
OF ATION IN COMPLETING THIS PROJECT.

BT

NNNN

----- Initials ----- Initials ----- Initials -----
ir cad pmb

United States Coast Guard
First District Telecommunications Center
Boston MA

CCGDONE BOSTON MA

COG : OAN
INFO : DTM OPC OAN1
SSIC : 16500
KEYWORD : ATON, LLNR

P 091930Z DEC 93 ZUI ASN-D01344001650

FM COGARD ANT NEW YORK NY
TO ZEN/COMCOGARDGRU NEW YORK NY
INFO CCGDONE BOSTON MA//OAN//
COMCOGARDGRU SANDY HOOK NJ
COGARD STA SANDY HOOK NJ
BT

UNCLAS //N16500//

SUBJ: ATON ORDER 06-93-006

1. IAW ATON ORDER 06-93-006 CHANGED THE FOLLOWING AIDS;

A. RENAMED NAVESINK RIVER BY A TO NAVESINK RIVER DANGER BY A
(LLNR 35985)(01-93-445)

B. RENAMED NAVESINK RIVER BY B TO NAVESINK RIVER DANGER BY B
(LLNR 35990)(01-93-446)

C. RENAMED NAVESINK RIVER BY C TO NAVESINK RIVER DANGER BY C
(LLNR 35995)(01-93-447)

D. RENAMED NAVESINK RIVER BY 1N TO NAVESINK RIVER BY 3
(I 35965)(01-93-441)

RENAMED NAVESINK SHOAL BY 1 TO NAVESINK RIVER BY 1
(LLNR 35975)(01-93-443)

2. ATON ORDER FOR NAVESINK RIVER RENUMBERING WAS OUT OF SEQUENTIAL
ORDER SHOAL BY 1 IS BEFORE 1A. THIS ERROR WAS CORRECTED ON THE
SPOT AND THE ATON ORDER WAS COMPLETED AS INDICATED.

3. NAVESINK BUOYS HAVE BEEN DECOMMISSIONED FOR WINTER SEASON.

BT

NNNN

----- Initials ----- Initials ----- Initials -----
bmm cad ccb dwf mss rkg rhs
pmb

United States Coast Guard
First District Telecommunications Center
Boston MA

CCGDONE BOSTON MA

COG : OAN
INFO : OPC DTM OAN1
SSIC : 16500
KEYWORD : ATON

232200Z DEC 93 ZUI ASN-D01357002005

FM COGARD ANT NEW YORK NY

TO ZEN/COMCOGARDGRU NEW YORK NY

INFO CCGDONE BOSTON MA//OAN/OPC//

COMCOGARDGRU SANDY HOOK NJ

COGARD STA SANDY HOOK NJ

COGARD VTS NEW YORK NY

ZEN/USCGC RED BEECH

BT

UNCLAS //N16500//

UBJ: ATON ORDER 06-93-006

1. IAW ATON ORDER 06-93-006, MADE THE FOLLOWING CHANGES:

A. RENAMED COMPTON CH LB 3 TO COMPTON CH LB 1 (LLNR 35695),
01-93-392). ASSIGNED POS OF 40-27-08.697N, 074-04-29.756W.

UNCHANGED.

B. RENAMED COMPTON CH BY 5 TO COMPTON CH BY 3 (LLNR 35705),
01-93-393).

C. RENAMED COMPTON CH BY 7 TO COMPTON CH BY 5 (LLNR 35715),
01-93-394).

2. REQUESTING ARRIVAL OF THE CONSTRUCTION TENDER TO BUILD COMPTON
CHANNEL LIGHT 1.

3. REQUEST BNM.

BT

NNNN

----- Initials ----- Initials ----- Initials -----
hs sas pmb

U.S. Department
of Transportation

United States
Coast Guard



Commander
Activities New York

212 Coast Guard Drive
Staten Island, NY 10305
Staff Symbol: (wob)
Phone: (718)354-4195
FAX: (718)354-4190

16500

OCT 14 1999

From: Commander, Coast Guard Activities New York
To: Commander, First Coast Guard District (oan)

Subj: WATERWAYS ANALYSIS AND MANAGEMENT SYSTEM (WAMS) REVIEW

1. Enclosed is the WAMS Review for Sandy Hook Bay and Tributaries.
2. My point of contact for this project is ENS Tom Lake. He can be reached at the above number.

A handwritten signature in cursive script, appearing to read "Daniel Ronan".

D. A. RONAN
By direction

Encl: (1) Sandy Hook Bay and Tributaries WAMS Review

WATERWAY ANALYSIS AND MANAGEMENT SYSTEM

(WAMS – REVIEW)

COAST GUARD ACTIVITIES NEW YORK

FIRST COAST GUARD DISTRICT

WATERWAY: SANDY HOOK BAY AND TRIBUTARIES

CRITICALITY: NON-CRITICAL

PREPARED BY: WATERWAYS MANAGEMENT STAFF

REVIEW SUBMITTED: OCTOBER 1999

NEXT REVIEW DATE: OCTOBER 2004

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- I. Introduction
- II. Waterway Description
- III. Criticality Determination
- IV. Servicing Units
- V. Existing Aids to Navigation Systems
- VI. Major Lights
- VII. Radio Navigation Aids
- VIII. Waterway Users
- IX. User Input
- X. Waterway Analysis

Enclosures:

- 1. Sandy Hook Bay and Approaches Survey and Results
- 2. Aids by Waterway Listing
- 3. ATONIS Discrepancy Search

I. INTRODUCTION

This WAMS review for Sandy Hook Bay and Tributaries includes the following waterways:

- Sandy Hook Bay
- Compton Channel
- Shrewsbury River
- Navesink River

The review was prepared by Coast Guard Activities New York and completed by Ensign Tom Lake of the Waterways Oversight Branch in October 1999.

A Local Notice to Mariners was published in May 1999 requesting comments. Surveys were sent to all identified user groups. Waterways Oversight staff conducted visits to a number of organizations and marinas in the Sandy Hook Bay area. Responses to surveys are enclosed.

II. WATERWAY DESCRIPTION

Sandy Hook Bay is the southern part of Lower Bay, westward of Sandy Hook and eastward of Point Comfort. For the purpose of this WAMS, the Terminal Channel and Naval Weapons Station Earle are not considered part of Sandy Hook Bay.

Shrewsbury River and Navesink River empty through a common entrance into the southern extremity of Sandy Hook Bay eastward of the Highlands of Navesink.

Compton Channel enters into Compton Creek, it is a dredged channel that leads from Main Street Bridge, thence through Belford Harbor, and thence to Sandy Hook Bay.

U. S. Coast Pilot Volume Two, the Boating Almanac, and the Waterway Guide thoroughly and accurately describe Sandy Hook Bay, the Shrewsbury River, the Navesink River and Compton Channel, and need no corrections at this time.

III. CRITICALITY DETERMINATION

Sandy Hook Bay, not including terminal channel, maintains its non-critical status as determined in the original study. The only aids to navigation in the area are an obstruction buoy, an anchorage buoy, and a breakwater light. A degradation of the AtoN system will not increase the level of risk in the waterway to an unacceptable level.

III. CRITICALITY DETERMINATION (continued)

Navesink River has no reported commercial activity. The recreational vessels using this waterway are small and maneuverable. A degradation of the AtoN system will not increase the level of risk in the waterway to an unacceptable level.

Ferries, fishing boats, charter boats, and uninspected towing vessels (tug boats) use Shrewsbury River and Compton Creek. Research has shown that in the mid 1980's these vessels were able to transit with almost no aids during the winter months. Today, the aids have increased substantially, however, a degradation of the AtoN system will not increase the level of risk in the waterway to an unacceptable level.

IV. SERVICING UNITS

New York Sandy Hook Bay and Tributaries lie within Activities New York area of responsibility. ANT New York and USCGC KATHERINE WALKER maintain the aids.

ANT New York has 49-ft stern loaded BUSL's with a weight test of 5625 lbs, safe working load is 4500 lbs. It has a 5 ft draft and a navigational draft of 12 feet. In addition they have two 21ft aluminum hull trailorable aids to navigation boats (tanb). These are used for discrepancy response and for working in shallow water areas.

The KATHERINE WALKER has a lifting capacity of 20,000 lbs and its navigational draft is 18 ft. It operates with a crew of 18.

V. EXISTING AIDS SYSTEMS

- The existing aids system marking Sandy Hook Bay, not including terminal channel, is made up of 2 unlighted floating aids and 1 lighted fixed aid.
- Compton Channel is made up of 7 unlighted floating aids and 1 lighted floating aid.
- Shrewsbury River is made up of 24 unlighted floating aids and 17 lighted floating aids.
- Navesink River is made up of 15 unlighted floating aids, 1 fixed lighted aid, 9 lighted floating aids.

See enclosed Aids by Waterway Listing for exact description and location of each aid.

Reliability: An ATONIS discrepancy search was completed for each aid, no noteworthy discrepancy trends were identified.

V. EXISTING AIDS SYSTEM (continued)

All recommended changes to AtoN based on the original study have been completed, however during the winter of 1993 and 1994 seven fixed structures were rendered inoperable due to ice damage.

These aids were not repaired due to the unavailability of a construction tender. The structures remain in place, however, it is not recommended to rebuild these aids because of the history of ice in this area.

Navesink temporary buoys 19, 20, 24, and Shrewsbury temporary buoys 35, 39, 40, 44 are placed in the approximate position of the structures in both summer and winter months.

This is the preferred method of ANT New York due to the history of the structures and the ease of replacing the temporary buoys if needed.

The fixed structures rendered inoperable due to ice include:

Navesink River

LLNR 36065 Daybeacon 19
LLNR 36070 Light 20
LLNR 36100 Channel Daybeacon 24

Shrewsbury River

LLNR 35905 Channel Daybeacon 35
LLNR 35930 Channel Daybeacon 39
LLNR 35940 Channel Daybeacon 42
LLNR 35945 Channel Daybeacon 44

VI. MAJOR LIGHTS

There are no major lights listed in Sandy Hook Bay, Compton Channel, Shrewsbury River, or the Navesink River.

VII. RADIONAVIGATION AIDS

There are no radionavigation aids in Sandy Hook Bay, Compton Channel, Shrewsbury River, or the Navesink River.

VIII. WATERWAY USERS

The main users are Recreational boats, Fishing boats, Clam boats, and Ferries which are small and maneuverable.

Occasionally a large commercial vessel will use one of the Federal Anchorages located within Sandy Hook Bay.

Users report using a variety of navigation techniques to include: GPS, LORAN, Magnetic Compass, Search light, Radar, and Charts.

Traffic patterns have not changed since the initial WAMS completed in 1992.

IX. USER INPUT

A Local Notice to Mariners regarding this analysis was published requesting comments and recommendations.

A survey was developed to gain information on the current AtoN system, user type, user needs, and recommended changes. A copy of the survey is enclosed.

Site visits to a majority of the marinas, ferry terminals, and commercial operators located in the Sandy Hook Bay area was completed.

Extensive input was obtained through ANT New York, Station Sandy Hook, and USCGC KATHERYN WALKER.

Numerous surveys were distributed to all user groups, a vast majority of them are recreational boaters. Eight responses were received and are enclosed.

IX. USER INPUT (continued)

Most of the responses pertain to areas outside the scope of this WAMS review. They include; reckless personal water craft operators, dangers of high speed ferries, and a decrease in bait fish & nesting waterfowl in area.

One comment received corresponds with ANT New York's recommendation. At the entrance to the Navesink River between Buoy 2 (LLNR 35980) and Buoy 5 (LLNR 36000) extending down to Buoy 8 (36010) a shoaling problem exists. Reports of vessels continuously touching bottom while transiting this area have been received from Station Sandy Hook and ANT New York. A strong current flowing into the river causes the shoaling.

X. WATERWAY ANALYSIS

The recommended changes to this waterway effectively achieve the following:

- Remove 7 unnecessary structures and piles from waterway allowing ANT New York to place and maintain temporary aids in proper location as well as remove possible hazards to navigation.

The specific structures and piles to be removed are:

Navesink River

LLNR 36065 Daybeacon 19

LLNR 36070 Light 20

LLNR 36100 Channel Daybeacon 24

Shrewsbury River

LLNR 35905 Channel Daybeacon 35

LLNR 35930 Channel Daybeacon 39

LLNR 35940 Channel Daybeacon 42

LLNR 35945 Channel Daybeacon 44

- Deepen the channel to correspond to charted depth allowing vessels to safely transit into the Navesink River.

The following should correct the shoaling problem:

Survey area between Navesink Buoy 2 (LLNR 35980) and Buoy 5 (LLNR 36000) extending down to Buoy 8 (36010) and dredge to the charted depth. Due to the strong current this area should be surveyed annually.

Activities New York will liaison with the U.S. Army Corp of Engineers and inform them of the Navesink River shoaling area.

U.S. Department
of Transportation

United States
Coast Guard



Commander
First Coast Guard District

408 Atlantic Avenue
Boston, MA 02110-3350
Staff Symbol: (oan)
Phone: (617) 223-8335
FAX: (617) 223-8073

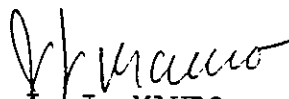
16500

NOV 8 1999

From: Commander, First Coast Guard District
To: Commandant (G-OPN-2)

Subj: EXECUTIVE SUMMARY OF THE SANDY HOOK BAY WAMS REVIEW

1. Enclosed is the subject Executive Summary for this Noncritical Study.


J. J. MAURO
By direction

Encl: (1) Executive Summary of Sandy Hook Bay & Tributaries WAMS Review

Copy: CG ACT New York
CGC KATHERINE WALKER
CG ANT NEW YORK

REF MATERIAL FOR:

"ACCIDENT - FINEST"

EXECUTIVE SUMMARY – Sandy Hook Bay & Tributaries WAMS Review

1. The WAMS Review for Sandy Hook Bay & Tributaries includes Sandy Hook Bay (Waterway #1515), Compton Channel (Waterway #1519), Shrewsbury River (Waterway #1520), and Navesink River (Waterway #1521). It was prepared by Activities New York from January – October 1999 and completed by CCGD1(oan) in October 1999. The original study was conducted by CCGD1(oan) in December 1992.
2. Sandy Hook Bay is located at the southern part of New York Harbor's Lower Bay bounded on the east by Sandy Hook, the southwest by New Jersey and to the north by Raritan Bay. The Shrewsbury and Navesink Rivers share a common entrance at the southeastern-most extremity of Sandy Hook Bay. Compton Channel enters south into Belford Harbor from Sandy Hook Bay. Excluding Terminal Channel (a militarily critical waterway covered in a separate study), Sandy Hook Bay is marked by 2 unlighted buoys and 1 light. Compton Channel has 7 unlighted and 1 lighted buoy. The Shrewsbury and Navesink Rivers have 24 unlighted and 17 lighted buoys, and 15 unlighted buoys, 1 light and 9 lighted buoys, respectively. ANT New York and CGC KATHERINE WALKER share responsibility for these aids. No noteworthy discrepancy trends were identified, and AtoN was not found to be a causal factor in any marine accidents in the last decade.
3. Traffic patterns of vessels in the area have not changed since the initial Study was completed in 1992. The waterways in this Study host a large number of seasonal recreational vessels. Only two of the four, Compton Channel and the Shrewsbury River, have significant commercial traffic in the form of ferries, fishing and charter boats and tugs. On occasion, a large commercial vessel will use one of the federal anchorages located in Sandy Hook Bay. All four waterways are non-critical since a degradation in any of the existing AtoN systems will not reduce the level of risk to an unacceptable degree. In fact, during the mid-1980's, the commercial vessels transited Compton Channel & Shrewsbury River successfully with almost no AtoN assistance. The year-round AtoN system, currently of even higher quality and size, is even less likely to create unacceptable risk in the event of system degradation. Accordingly, the waterways will remain non-critical (NN).
4. There are numerous 150' wide federal projects in the Navesink River, Shrewsbury River and Compton Channel ranging in project depth from 5-9 feet. There are also 11 bridges that cross the Shrewsbury and Navesink Rivers and Compton Creek with horizontal and vertical clearances for marine traffic between 12-99 feet wide and 6-35 feet high.
5. Feedback concerning AtoN in Sandy Hook Bay and its tributaries was received from a number of recreational boaters, several commercial mariners, CGC KATHERINE WALKER, STA Sandy Hook, and ANT New York. The responses largely pertained to issues outside the scope of the Review which included concern over reckless personal watercraft operators, the perceived dangers of high speed ferries, and the decrease of bait fish and nesting waterfowl in the area. Shoaling at the entrance to the Navesink River between Buoys 2, 5 & 8 was also identified as a problem.
6. This review resulted in a recommendation to change (6) daybeacons and (1) light on the Navesink and Shrewsbury Rivers to buoys, and to inform the USACE-NY about the shoaling problem at the entrance to the Navesink. The recommended conversions from the 7 structures to buoys occurred (D1 project #s 01-99-28, 01-99-029 & 01-99-032) during the summer '99. Dealing with the shoaling in the Navesink is more challenging. This area is not part of a USACE federal dredging project and will need to be addressed at the municipal or state level to remove the shoaling.

ENCLOSURE (1)

SANDY HOOK BAY WAMS

EXECUTIVE SUMMARY

This WAMS was conducted in CY 92 by First District (oan) staff with the assistance of Group Sandy Hook and ANT New York. This WAMS covers Sandy Hook Bay from Point Comfort to Sandy Hook Point, and all tributaries leading into the bay. Raritan Bay deep draft channels and Terminal Channel are covered in separate WAMS. Leonardo Channel, Atlantic Highlands, and Pews Creek were not previously listed as separate waterways. All waterways listed are noncritical.

No changes were proposed for Sandy Hook Bay, Leonardo Channel, Atlantic Highlands, and Pews Creek. A light will be added at the entrance of Compton Channel. A large number of changes will take place on the Shrewsbury and Navesink Rivers to create better aid alignment and change many of the aids from buoys to daybeacons and lights. Aid type was determined by ANT New York and oan. Aid position was determined using ACOE survey maps.

The gross number of changes are:

UNLIGHTED BUOYS - add 2, delete 36, change 17, relocate 10
LIGHTED BUOYS - add 4, delete 13, change 4
LIGHTS - add 14
DAYBEACONS - add 20

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INFORMATION COLLECTION.

The U. S. Coast Pilot, Army Corps of Engineers information, Boating Almanac, and Waterway Guide provide a good description of these waterways and waterway usage. All are included in the WAMS folder's standard enclosures.

CRITICALITY DETERMINATION

These waterways are **NONCRITICAL**.

Sandy Hook Bay, not including Terminal Channel, is noncritical despite the existence of one oil facility which can be served by barges. McConnell Fuel Oil Co. Wharf is now disactive. The wharf is located between Atlantic Highlands and Leonardo Harbor, about 850 yards offshore and has pipes that lead to fuel tanks onshore. The only aid to navigation in the area is a marker on the wharf and a marker on the shore that are the western end of a measured mile. Since the wharf is on the 12 foot curve and the bay is almost free of shallow spots, the approach to the wharf is easy and safe.

There is no reported commercial activity on Pews Creek and the Navesink River. Compton Creek, Leonardo Harbor, and Atlantic Highlands are used by commercial fishing and charter boats. The vessels using these waterways are small and maneuverable. Disruption of the aid system would not create an unacceptable level of risk for these users.

The Shrewsbury River is used by ferries, fishing boats, and tugs. The tugs are up to 100 feet long with drafts up to 14 feet. Correspondence from the mid 80s shows that these vessels were able to transit with almost no aids during the winter months. While this situation was unsafe and more aids are now maintained year round, it did show that these users are able to operate with a degraded system.

INITIAL ANALYSIS/PROPOSAL

ADMIN: Sandy Hook Bay (LLNRs 32790-32795) - these two aids should not be changed. Sandy Hook Point Obstruction Buoy 1 (LLNR 32790) allows vessels, most notably Coast Guard vessels from Station Sandy Hook to safely round the point. Anchorage Buoy E (LLNR 32795) is used by the navy to maintain the security zone.

ADMIN: Leonardo Channel (LLNRs 32830-32860) - no changes, a straightforward privately marked channel that leads to a state controlled basin. Charted/listed are six staggered aids buoys/barrels, one lighted, (all are within a 300 yard length of a 800 yard channel), and Light 7.

ADMIN: Atlantic Highlands (LLNRs 32865-32875) - no changes. The Breakwater Light can be difficult to see due to background lighting. The light should remain white to differentiate it from

the first lighted aid for Shrewsbury and Leonardo, which are red. The light's range was different on the chart from the light list prior to WAMS review. The private range leading to the piers is not essential for a safe approach and should remain private aids. The range does act as a check after turning around the light.

ADMIN: Compton Channel (LLNRs 32960-33005) - no changes. Standard waterway design of three gates 600 yards apart, one entrance buoy lighted, the last two buoys staggered to lead vessels into the turn. The numbering is a little backwards because the first red is out farther than the first green. This is a very slight problem and should not be changed unless other changes are made. The Private Range should not be federalized since it is not essential, but it is a good back up for the buoys.

ADMIN: Pews Creek (LLNR 33640) - no changes. No indications were received that aids should be added or the light federalized.

SHREWSBURY RIVER - A large number of changes should increase service to the user while reducing maintenance time and long term cost. Many aids are to be relocated be placed in more appropriate positions as determined by ACOE survey maps. Using DGPS, ANT New York should be able to place aids in almost the exact position every year. Prior to DGPS buoys could not be as accurately placed from year to year.

A large number of floating aids will be replaced by lights/daybeacons. Which buoys will be replaced by a pile structure was determined on a user ride and during discussions between BMCM Johnson (ANT NY OIC) and LTJG Foran (oan). BMCM Johnson has had extensive experience with structures from previous AtoN tours. Current, depth, ice conditions, and shoaling patterns, were all factored in to choose which buoys could be replaced. Exact locations were determined using ACOE survey maps to place the piles 20 feet outside of channels. Due to the increased height and daymark of daybeacons, less aids were needed on long reaches.

The following changes were the original proposal published in LNM 28, 8 July 1992.

ADMIN: The relocations and deletions at the river's entrance, North of the bridge, were accomplished by using the ACOE survey maps to determine the best position for placing aids to keep vessels in good water while not restricting the channel.

Relocate Shrewsbury River Channel Buoy 3 (LLNR 33015) to PA 40-24-57.324N, 74-00-08.498W.

Relocate Shrewsbury River Channel Buoy 4 (LLNR 33020) to PA 40-24-56.653N, 74-00-12.125W

- Change** Shrewsbury River Channel Lighted Buoy 5 (LLNR 33025) to Fl G 2.5s, and relocate to PA 40-24-48.8N, 74-00-05.751W
- Change** Shrewsbury River Channel Lighted Buoy 6 (LLNR 33030) to Shrewsbury River Buoy 6, red nun, and relocate to PA 40-24-43.823N, 74-00-06.368W. Turn will be more accurately defined by two green lighted buoys.
- Change** Shrewsbury River Channel Buoy 7 (LLNR 33035) to Shrewsbury River Channel Lighted Buoy 7, Fl G 4s, green buoy, and relocate to PA 40-24-42.226N, 73-59-56.766W.
- Delete** Shrewsbury River Channel Buoy 8 (LLNR 33040), aid not needed due to close proximity of piers.
- Change** Shrewsbury River Channel Buoy 9 (LLNR 33045) to Shrewsbury River Channel Lighted Buoy 9, and relocate to PA 40-24-38.02N, 73-59-45.315W. New position more accurately marks shoal east of entrance.
- ADMIN: Buoy 10 not changed despite proximity to shore/piers due slight turn in channel and possible shoaling.
- Change** Shrewsbury River Channel Lighted Buoy 11 (LLNR 33055) to Fl G 2.5s, and relocate to PA 40-24-23.134N, 73-59-04.161W. New position will mark shoal west of Plum Island.
- Delete** Shrewsbury River Channel Lighted Buoy 13 (LLNR 33060). ADMIN: aid traditionally attracts outgoing vessels to go too far to the green side and relocation of Lighted Buoy 11 makes this aid redundant.
- Delete** Shrewsbury River Channel Buoy 15 (LLNR 33070). ADMIN: aid is not needed due to good water in the area and bridge proximity.

ADMIN: Eight of the next nine changes are renumberings these buoys are well placed for channel definition. One buoy is added to more accurately display the red side of the channel.

- Change** Shrewsbury River Channel Buoy 16 (LLNR 33075) to Shrewsbury River Channel Buoy 12.
- Change** Shrewsbury River Channel Buoy 17 (LLNR 33080) to Shrewsbury River Channel Buoy 13.
- Change** Shrewsbury River Channel Buoy 20 (LLNR 33080) to Shrewsbury River Channel Buoy 14 (LLNR 33088).

Change	Shrewsbury River Channel Buoy 19 (LLNR 33090) to Shrewsbury River Channel Buoy 15.
Add	Shrewsbury River Channel Buoy 16 (LLNR 33097) at PA 40-22-54.224N, 73-58-40.130W.
Change	Shrewsbury River Channel Buoy 21 (LLNR 33100) to Shrewsbury River Channel Buoy 17.
Change	Shrewsbury River Channel Lighted Buoy 22 (LLNR 33105) to Shrewsbury River Channel Lighted Buoy 18.
Change	Shrewsbury River Channel Lighted Buoy 23 (LLNR 33110) to Shrewsbury River Channel Lighted Buoy 19, Fl G 2.5s.
Change	Shrewsbury River Channel Buoy 24 (LLNR 33115) to Shrewsbury River Channel Buoy 20.

Change	Shrewsbury River Channel Buoy 26 (LLNR 33120) to Shrewsbury River Channel Buoy 22 and relocate to PA 40-22-03.323N, 73-58-31.902W. ADMIN: Previous position was misleading for vessels approaching the bridge.
ADMIN: Next five changes increase turn definition.	
Change	Shrewsbury River Channel Buoy 28 (LLNR 33125) to Shrewsbury River Channel Buoy 24 and relocate to PA 40-21-42.337N, 73-58-37.270W.
Delete	Shrewsbury River Channel Lighted Buoy 31 (LLNR 33125). ADMIN: Red side of channel will be lighted to mark the turn. Aid sits in the middle of a channel junction area with good water all around.
Add	Shrewsbury River Channel Lighted Buoy 26 (LLNR 33125), Fl R 2.5s, red buoy, at PA 40-21-27.826N, 73-58-34.899W. Aid location will mark turn apex.
Change	Shrewsbury River Channel Buoy 30 (LLNR 33135) to Shrewsbury River Channel Lighted Buoy 28, Fl R 4s, red buoy, and relocate to PA 40-21-16.724N, 73-58-34.759W.
Delete	Shrewsbury River Channel Buoy 32 (LLNR 33140). Aid no longer needed due to addition of lighted buoy 26 and relocation buoy 30(new LB 28).
Change	Shrewsbury River Channel Buoy 33 (LLNR 33145) to Shrewsbury River Channel Daybeacon 29, SG dayboards, at PA 40-21-04.062N, 73-59-10.273W.

Change Shrewsbury River Channel Buoy 34 (LLNR 33150) to Shrewsbury River Channel Light 30, Fl R 4s, TR dayboards, at PA 40-21-05.631N, 73-59-11.549W.

Change Shrewsbury River Channel Lighted Buoy 37 (LLNR 33165) to Shrewsbury River Channel Light 31, Fl G 4s, SG dayboards, at PA 40-20-48.376N, 73-59-43.494W.

Change Shrewsbury River Channel Buoy 36 (LLNR 33160) to Shrewsbury River Channel Daybeacon 32 (LLNR 33170), TR dayboards, at PA 40-20-49.749N, 73-59-45.120W.

Delete Shrewsbury River Channel Buoy 37A (LLNR 33170).
ADMIN: Aid no longer needed due to superior daymark of daybeacons.

The turn northwest of Raccoon Island will be marked by three daybeacons and two lights. The outside apexes of the turn will be marked by two lights for safety when approaching the turn at night.

Change Shrewsbury River Channel Lighted Buoy 37B (LLNR 33175) to Shrewsbury River Channel Daybeacon 33, SG dayboards, at PA 40-20-29.701N, 74-00-00.790W.

Add Shrewsbury River Channel Light 34 (LLNR 33177), Fl R 4s, TR dayboards, at PA 40-20-27.948N, 74-00-05.392W. Aid location will mark turn apex.

Change Shrewsbury River Channel Buoy 37C (LLNR 33180) to Shrewsbury River Channel Daybeacon 35, SG dayboards, at PA 40-20-24.388N, 74-00-03.206W.

Delete Shrewsbury River Channel Buoy 38 (LLNR 33185) due to addition of Daybeacon 32.

Change Shrewsbury River Channel Buoy 41 (LLNR 33195) to Shrewsbury River Channel Daybeacon 37 (LLNR 33185), SG dayboards, at PA 40-20-18.007N, 74-00-03.565W.

Change Shrewsbury River Channel Buoy 40 (LLNR 33190) to Shrewsbury River Channel Light 38, Fl R 2.5s, TR dayboards, at PA 40-20-17.674N, 74-00-05.956W.

Delete Shrewsbury River Channel Buoy 41A (LLNR 33200) due to establishment of daybeacons.

Change Shrewsbury River Channel Lighted Buoy 43 (LLNR 33205) to Shrewsbury River Channel Daybeacon 39, SG dayboards, at PA 40-19-50.711N, 73-59-49.578W.

Change Shrewsbury River Channel Buoy 44 (LLNR 33210) to Shrewsbury River Channel Light 40, Fl R 4s, TR dayboards, at PA 40-19-50.349N, 73-59-51.945W.

Delete Shrewsbury River Channel Buoy 45 (LLNR 33215).

Add Shrewsbury River Channel Daybeacon 42 (LLNR 33215), TR dayboards, PA 40-19-32.039N, 73-59-52.035W.

Change Shrewsbury River Channel Buoy 46 (LLNR 33220) to Shrewsbury River Channel Daybeacon 44, TR dayboards, at PA 40-19-22.930N, 73-59-45.656W.

Change Shrewsbury River Channel Buoy 48 (LLNR 33225) to Shrewsbury River Channel Daybeacon 46, TR dayboards, at PA 40-19-02.823N, 73-59-49.470W.

Change Shrewsbury River Channel Buoy 49 (LLNR 33230) to Shrewsbury River Channel Daybeacon 47, SG dayboards, at PA 40-18-51.921N, 74-00-00.976W.

Change Shrewsbury River Channel Buoy 51 (LLNR 33230) to Shrewsbury River Channel Daybeacon 49, SG dayboards, at PA 40-18-45.487N, 74-00-11.263W.

NAVESINK RIVER

ADMIN: Next six changes are designed to simplify the first turn by relocating aids and get rid of the A and B numbers.

Change Navesink River Buoy 1A (LLNR 33240) to Navesink River Buoy 1N and Relocate to PA 40-23-10.016N, 73-58-47.013W.

Change Navesink River Buoy 2A (LLNR 33245) to Navesink River Buoy 2 and Relocate to PA 40-23-10.178N, 73-58-49.234W.

Change Navesink River Shoal Buoy 1 (LLNR 33250) to Navesink River Buoy 3 and Relocate to PA 40-23-02.843N, 73-58-48.882W.

Change Navesink River Buoy 2 (LLNR 33255) to Navesink River Buoy 4 and Relocate to PA 40-23-03.666N, 73-58-51.006W.

ADMIN CHANGE - CHANGE NAME OF NAVESINK RIVER BUOYS A, B, AND C TO NAVESINK RIVER DANGER BUOYS A, B, AND C.

Change Navesink River Lighted Buoy 1B (LLNR 33275) to Navesink River Lighted Buoy 5 and Relocate to PA 40-22-56.691N, 73-58-52.860W.

Change Navesink River Buoy 2B (LLNR 33280) to Navesink River Buoy 6 and Relocate to PA 40-22-56.745N, 73-58-58.635W.

Change Navesink River Buoy 4 (LLNR 33285) to Navesink River Light 8, Fl R 2.5s, TR dayboards, at PA 40-22-53.072N, 73-59-24.335W.

Delete Navesink River Lighted Buoy 5 (LLNR 33290).
ADMIN: Buoy no longer needed due to new Light 8 and Daybeacon 10.

Change Navesink River Buoy 6 (LLNR 33295) to Navesink River Daybeacon 10, TR dayboards, at PA 40-22-53.896N, 73-59-31.796W.

Change Navesink River Lighted Buoy 7 (LLNR 33300) to Navesink River Lighted Buoy 11.

Change Navesink River Lighted Buoy 9 (LLNR 33305) to Navesink River Light 13, Fl G 4s, SG dayboards, at PA 40-22-55.830N, 74-00-12.301W.

Change Navesink River Buoy 10 (LLNR 33310) to Navesink River Daybeacon 14, TR dayboards, at PA 40-22-57.757N, 74-00-12.282W.

Delete Navesink River Buoy 11 (LLNR 33315). ADMIN: Increased visual range of daybeacons makes this aid location unnecessary.

Delete Navesink River Buoy 12 (LLNR 33320). ADMIN: Increased visual range of daybeacons makes this aid location unnecessary.

Change Navesink River Lighted Buoy 13 (LLNR 33325) to Navesink River Light 15, Fl G 2.5s, SG dayboards, at PA 40-22-54.664N, 74-00-41.878W

Add Navesink River Daybeacon 16 (LLNR 33328), TR dayboards, at PA 40-22-56.382N, 74-00-45.157W.

Change Navesink River Lighted Buoy 15 (LLNR 33330) to Navesink River Light 17, Fl G 4s, SG dayboards, at PA 40-22-40.816N, 74-01-34.227W.

Change Navesink River Buoy 16 (LLNR 33335) to Navesink River Daybeacon 18, TR dayboards, at PA 40-22-26.003N, 74-02-15.636W.

Change Navesink River Buoy 17 (LLNR 33340) to Navesink River Daybeacon 19, SG dayboards, at PA 40-22-12.000N, 74-02-45.030W.

Change	Navesink River Lighted Buoy 18 (LLNR 33345) to Navesink River Light 20, Fl R 4s, TR dayboards, at PA 40-22-08.487N, 74-03-06.185W.
Change	Navesink River Lighted Buoy 19 (LLNR 33350) to Navesink River Light 21, Fl G 2.5s, SG dayboards, at PA 40-21-54.124N, 74-03-23.937W.
Delete	Navesink River Buoy 20 (LLNR 33355). ADMIN: Increased visual range of daybeacons makes this aid location unnecessary.
Delete	Navesink River Buoy 21 (LLNR 33360). ADMIN: Increased visual range of daybeacons makes this aid location unnecessary.
Change	Navesink River Buoy 22 (LLNR 33365) to Navesink River Daybeacon 22, TR dayboards, at PA 40-21-40.166N, 74-03-38.143W.
Change	Navesink River Buoy 23 (LLNR 33370) to Navesink River Daybeacon 23, SG dayboards, at PA 40-21-28.117N, 74-03-45.136W.
Change	Navesink River Buoy 24 (LLNR 33375) to Navesink River Daybeacon 24, TR dayboards, at PA 40-21-24.195N, 74-03-51.010W.
Change	Navesink River Buoy 26 (LLNR 33380) to Navesink River Daybeacon 26, TR dayboards, at PA 40-21-17.671N, 74-04-00.071W.

WATERWAYS ANALYSIS WORKSHEET

WATERWAY NAME Navesink/Shrewsbury River

1. DOES THE WATERWAY SERVE A MILITARY INSTALLATION ? Y or ☒ N

ENVIRONMENTAL FACTORS

1. DOES THE WATERWAY CARRY HAZARDOUS OR DANGEROUS CARGO ? Y or ☒ N
-IS THE SURROUNDING AREA HIGHLY POPULATED ? ☒ Y or N
-TYPES OF HAZARDOUS CARGO: N/A
2. IS THE AREA ENVIRONMENTALLY SENSITIVE ? ☒ Y or N

NAVIGATION FACTORS

1. IS THERE A LARGE AMOUNT OF MARINE TRAFFIC ? ☒ Y or N
seasonal/recreational boaters
2. ARE PILOTS USED REGULARLY ? Y or ☒ N
3. IS THERE A LOW WATERWAY TO BEAM RATIO ? ☒ Y or N
-RATIO: 7.5
4. BOTTOM TYPE: mud
5. IS THE WATERWAY SPANNED BY SEVERAL BRIDGES ? ☒ Y or ☒ N
four
6. ARE THERE OTHER OBSTRUCTIONS IN THE WATERWAY THAT COULD AFFECT TRAFFIC (WRECKS, LOCKS, ROCK LEDGES) ? Y or ☒ N
7. ARE THERE FREQUENT EXTREME WEATHER OR CURRENT CONDITIONS (SHIFTING BOTTOM, CURRENTS, ICE) ? ☒ Y or N *winter ice sometimes makes unimpassable*

ECONOMIC FACTORS

1. MAJOR USERS OF WATERWAY: *recreational boaters*
2. TONNAGES CARRIED ON WATERWAY: N/A
-MAJOR TYPES OF CARGO:
3. PASSENGERS CARRIED ON WATERWAY: 134,970

SHOULD WATERWAY BE SUBDIVIDED DUE TO MAJOR CHANGES IN ITS FEATURES ? NC
(IF YES WHERE AND WHY DIVIDED) _____

SHOULD WATERWAY BE COMBINED WITH OTHER WATERWAY WITH SIMILAR FEATURES ? N
(IF YES WITH WHICH ONE) _____

COMPLETED BY: E. Anderson, 12/5/6

CONCURRED BY: [Signature]

APPROVED BY: _____

WATERWAY ANALYSIS

WATERWAY NAME Navesink/Shrewsbury River

WATERWAY NUMBER 03105

I. DESCRIPTION OF WATERWAY:

NUMBER OF AIDS IN THE WATERWAY 74

TYPE OF AIDS IN THE WATERWAY LB-21, ULB-53

TYPE OF FACILITIES ALONG THE WATERWAY

Over 30 marinas and yacht clubs

GENERAL FEATURES

(IE. LENGTH, STRAIGHT VS WINDING ETC.)

Shrewsbury River entrance 2.5 miles to where Navesink River enters in. Navesink River is basically straight and extends for 5 miles. The Shrewsbury River continues for 6 miles - sometimes straight + sometimes windy

II. WATERWAY DESIGNATION: Non-Critical

III. DESCRIPTION OF REASON FOR DESIGNATION:

INCLUDING: MILITARY USE
ENVIRONMENTAL FACTORS
NAVIGATION FACTORS
ECONOMIC FACTORS

WW carries a large volume of passengers on recreational boats and a few charter fishing boats. WW has a soft mud bottom and is in a protected waters from severe conditions due to weather. For this reason even though a failure of the aid system may contribute to a marine accident the threat to the public safety of passengers is minimal. Boats can be refueled at high tide - help is never far. The WW is used seasonally, ice closes the WW during the winter. Negligible Negligible commercial traffic

IV. REQUIRED REFERENCES(ATTACH PERTINENT INFO):

LIGHT LIST
CHARTS
COAST PILOT
WW GUIDE

COMPLETED BY W. Andersen, LTJG

APPROVED BY W.D. Kaur, Capt

WATERWAYS ANALYSIS WORKSHEET

WATERWAY NAME Navesink/Shrewsbury River

1. DOES THE WATERWAY SERVE A MILITARY INSTALLATION ? Y or ☒ N

ENVIRONMENTAL FACTORS

1. DOES THE WATERWAY CARRY HAZARDOUS OR DANGEROUS CARGO ? Y or ☒ N
-IS THE SURROUNDING AREA HIGHLY POPULATED ? ☒ Y or N
-TYPES OF HAZARDOUS CARGO: N/A
2. IS THE AREA ENVIRONMENTALLY SENSITIVE ? ☒ Y or N

NAVIGATION FACTORS

1. IS THERE A LARGE AMOUNT OF MARINE TRAFFIC ? ☒ Y or N
2. ARE PILOTS USED REGULARLY ? Y or ☒ N *seasonal/recreational boaters*
3. IS THERE A LOW WATERWAY TO BEAM RATIO ? ☒ Y or N
-RATIO: 7.5
4. BOTTOM TYPE: mud
5. IS THE WATERWAY SPANNED BY SEVERAL BRIDGES ? ☒ Y or ☒ N *four*
6. ARE THERE OTHER OBSTRUCTIONS IN THE WATERWAY THAT COULD AFFECT TRAFFIC (WRECKS, LOCKS, ROCK LEDGES) ? Y or ☒ N
7. ARE THERE FREQUENT EXTREME WEATHER OR CURRENT CONDITIONS (SHIFTING BOTTOM, CURRENTS, ICE) ? ☒ Y or N *winter ice sometimes makes unimpossible*

ECONOMIC FACTORS

1. MAJOR USERS OF WATERWAY: recreational boaters
2. TONNAGES CARRIED ON WATERWAY: N/A
-MAJOR TYPES OF CARGO:
3. PASSENGERS CARRIED ON WATERWAY: 134,970

SHOULD WATERWAY BE SUBDIVIDED DUE TO MAJOR CHANGES IN ITS FEATURES ? no
(IF YES WHERE AND WHY DIVIDED) _____

SHOULD WATERWAY BE COMBINED WITH OTHER WATERWAY WITH SIMILAR FEATURES ? no
(IF YES WITH WHICH ONE) _____

COMPLETED BY: E. Anderson, JSC

CONCURRED BY: James H. Thebe

APPROVED BY: _____

See attached sheet.

WATERWAYS ANALYSIS WORKSHEET

WATERWAY NAME NAVESINK / SHREWSBURY River

1. DOES THE WATERWAY SERVE A MILITARY INSTALLATION ? Y or N

ENVIRONMENTAL FACTORS

1. DOES THE WATERWAY CARRY HAZARDOUS OR DANGEROUS CARGO ? Y or N
-IS THE SURROUNDING AREA HIGHLY POPULATED ? Y or N
-TYPES OF HAZARDOUS CARGO:
2. IS THE AREA ENVIRONMENTALLY SENSITIVE ? Y or N

NAVIGATION FACTORS

1. IS THERE A LARGE AMOUNT OF MARINE TRAFFIC ? Y or N
2. ARE PILOTS USED REGULARLY ? Y or N
3. IS THERE A LOW WATERWAY TO BEAM RATIO ? Y or N
-RATIO:
4. BOTTOM TYPE:
5. IS THE WATERWAY SPANNED BY SEVERAL BRIDGES ? Y or N
6. ARE THERE OTHER OBSTRUCTIONS IN THE WATERWAY THAT COULD AFFECT TRAFFIC (WRECKS, LOCKS, ROCK LEDGES) ? Y or N *THIS PAST YEAR, SHIFTING SAND BAR HAVE REQUIRED THE REPOSITIONING OF AIDS IN THE AREA.*
7. ARE THERE FREQUENT EXTREME WEATHER OR CURRENT CONDITIONS (SHIFTING BOTTOM, CURRENTS, ICE) ? Y or N

ECONOMIC FACTORS

1. MAJOR USERS OF WATERWAY:
2. TONNAGES CARRIED ON WATERWAY:
-MAJOR TYPES OF CARGO:
3. PASSENGERS CARRIED ON WATERWAY:

SHOULD WATERWAY BE SUBDIVIDED DUE TO MAJOR CHANGES IN ITS FEATURES ?
(IF YES WHERE AND WHY DIVIDED) _____

SHOULD WATERWAY BE COMBINED WITH OTHER WATERWAY WITH SIMILAR FEATURES ?
(IF YES WITH WHICH ONE) _____

COMPLETED BY: _____ CONCURRED BY: _____

APPROVED BY: _____

1521

DEPARTMENT OF
TRANSPORTATION
U.S. COAST GUARD
CG-2213 (Rev. 3-80)

AIDS TO NAVIGATION OPERATION REQUEST

(See Instructions on Page 2)

1. To: COMMANDANT (G-NSR)

2. PROJECT NUMBER 06-0015 D	3. LOCATION 1521 - NAVESINK RIVER	4. DATE SUBMITTED 02/22/1996
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5. CHART REFERENCES

See Attached Chart Corrections

6. NO. OF CG-3213(A-E) ATTACHED

1

7. SUMMARY OF ACTION PROPOSED

Change Navesink Riv Ch Dbn 23 (LLNR 36095) to Navesink Riv Ch By 23

8. JUSTIFICATION

Current buoy was placed on station in spring of 1994 after a severe winter storm. Due to the un-availability of pile driver and severe icing in the area Ant New York requests this aid be made permanent with seasonal relief dates from 12/01 to 04/15.

9. NOTICE TO MARINERS, LIGHT LIST AND CHARTING DATA

See Attached Advance Notices

10. ESTIMATED COSTS

A. CONTRACTS	0.00
B. CG MATERIAL	910.00
C. INDUSTRIAL LABOR	0.00
D. INDUSTRIAL TRAVEL	0.00
E. OVERHEAD	0.00
F. CONTINGENCIES	0.00
G. OTHER	0.00
H. FUNDS REQUIRED	910.00

13. BUOY ALLOWANCE CHANGES

UNIT	TYPE	ON STATION	NEW TOTAL	ROT. SPARES	NEW TOTAL
South Weymouth	5CFR	+1			

14. FORWARDED (Signature) *C.E. Negretti*
C.E. Negretti, Chief, Sig. Mgmt.

11. ☒ OP. EXPENSE ☐ AC&I

12.

RECEIVED		
FORWARDED		
LOCAL		
WEEKLY		
LIGHT LIST		

15. FROM:
RETURNED ☒ APPROVED ☐ DISAPPROVED

REMARKS

DATE

3/15/96

SIGNATURE

for Batson

5/10.97

Officer in Charge Governors Island
U. S. Coast Guard New York, NY 10004
Aids to Navigation Team (212)668-

7189

FAX (212)668-6368

16503
24 May 95

From: Officer in Charge, Aids to Navigation Team, New York
To: Commander, First Coast Guard District (oan)
Via: Commander, Coast Guard Group New York

Subj: TEMPORARY BUOY HULLS

Ref: (a) CCGDONE BOSTON MA (OAN) MSG 051346Z MAY 95

1. The following is a list of units temporary buoys that are on station in place of lost wood pile structures. These aids were placed on scene after the severe winter storm of 93-94. Ant New York request that these aids become permanent due to the non-availability of a pile driver constructor tender in the first district. These aids would become seasonal removals with dates from 12/01 to 04/15.

a. Navesink Rvr CH BY 22 (LLNR 36090)	5NPR
b. Navesink Rvr CH BY 23 (LLNR 36095)	5CPR
c. Navesink Rvr CH LB 18 (LLNR 36060)	6NPLR
d. Navesink Rvr CH LB 17 (LLNR 36055)	6CPLR
e. Navesink Rvr CH BY 10 (LLNR 36020)	5NPR
f. Navesink Rvr CH LB 8 (LLNR 36010)	6NPLR
j. Shrewsbury Rvr CH LB 3 (LLNR 35745)	5X11LCR
h. Shrewsbury Rvr CH LB 2 (LLNR 35740)	5X11LNR

2. The following aid is a temporary buoy which is marking a newly constructed groin in Coney Island Channel. Ant New York also request that this aid be permanent. Unable to produce a FID due to no aid number assigned in atonis.

a. Coney Island CH Temp BY 8 (NO LLNR) 3NR

3. The following aid is marking the Cuban Ledge Shoal. Cuban LDG Daybeacon will be rebuilt by ANT New York in two to three weeks.

a. Cuban LDG Danger Buoy (LLNR 26005) 5CPR

4. The following aid was temporally established IAW ATON ORDER 06-94-013 so the state of New Jersey could remove the obstruction at the old bridge. There has been no work done in the past year on the obstruction. Request to disestablish aid. Unable to produce a FID due to no aid number assigned in atonis.

a. Shrewsbury Rvr CH LB 11A (35786) 6CPLR

C. JOHNSON

AIDS TO NAVIGATION OPERATION REQUEST

(See Instructions on Page 2)

1 To: COMMANDANT (G-NSR)

2. OBJECT NUMBER -96-0016 D	3. LOCATION 1520 - SHREWSBURY RIVER	4. DATE SUBMITTED 02/22/1996
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5. CHART REFERENCES See Attached Chart Corrections	6. NO. OF CG-3213(A-E) ATTACHED 1
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7. SUMMARY OF ACTION PROPOSED
Change Shrewsbury Riv Ch Lt 3 (LLNR 35745) to Shrewsbury Riv Ch LB 3

8. JUSTIFICATION
Current buoy was set on station in the spring of 1994 after a severe winter storm. Due to the un-availability of a pile driver and severe icing in the area, Ant New York requests the aid be made permanent with a seasonal relief date from 04/15 to 12/01.

9. NOTICE TO MARINERS, LIGHT LIST AND CHARTING DATA
See Attached Advance Notices

10. ESTIMATED COSTS		13. BUOY ALLOWANCE CHANGES					
A. CONTRACTS	0.00	UNIT	TYPE	ON STATION	NEW TOTAL	ROT. SPARES	NEW TOTAL
B. CG MATERIAL	8.700.00	South Weymouth	5X11LCR	+1			
C. INDUSTRIAL LABOR	0.00						
D. INDUSTRIAL TRAVEL	0.00						
E. OVERHEAD	0.00						
F. CONTINGENCIES	0.00						
G. OTHER	0.00						
H. FUNDS REQUIRED	8.700.00	14. FORWARDED (Signature) <i>C.E. Negretti</i>					
11. <input checked="" type="checkbox"/> OP. EXPENSE <input type="checkbox"/> AC&I	C.E. Negretti, Chief. Sig. Mgmt.						
12. RECEIVED	15. FROM: <input checked="" type="checkbox"/> RETURNED <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> DISAPPROVED						
REPORTED	REMARKS						
IN							
FILED							
LOCAL							
WEEKLY	DATE 3/15/96 SIGNATURE <i>Lawson</i>						
LIGHT LIST							

AIDS TO NAVIGATION OPERATION REQUEST

(See Instructions on Page 2)

1520

1. To: COMMANDANT (G-NSR)

2. OBJECT NUMBER

-96-0014 D

3. LOCATION

1520 - SHREWSBURY RIVER

4. DATE SUBMITTED

02/22/1996

5. CHART REFERENCES

See Attached Chart Corrections

6. NO. OF CG-3213(A-E) ATTACHED

1

7. SUMMARY OF ACTION PROPOSED

Change Shrewsbury Riv Lt 2 (LLNR 35740) to Shrewsbury Riv LB 2

8. JUSTIFICATION

Current buoy was set on station in Spring of 1994 after a severe winter storm destroyed pilings that the original light was on. Due to un-availability of pile driver and severe icing in the area, Ant New York request this aid be permanently assigned with seasonal removal dates from 12/01 to 04/15.

9. NOTICE TO MARINERS, LIGHT LIST AND CHARTING DATA

See Attached Advance Notices

10. ESTIMATED COSTS

A. CONTRACTS	0.00
B. CG MATERIAL	8,700.00
C. INDUSTRIAL LABOR	0.00
D. INDUSTRIAL TRAVEL	0.00
E. OVERHEAD	0.00
F. CONTINGENCIES	0.00
G. OTHER	0.00
H. FUNDS REQUIRED	8,700.00

13. BUOY ALLOWANCE CHANGES

UNIT	TYPE	ON STATION	NEW TOTAL	ROT. SPARES	NEW TOTAL
South Weymouth	5X11LNR	+1			

11. ☒ OP. EXPENSE ☐ AC&I

14. FORWARDED (Signature)

C.E. Negretti, Chief, Sig. Mgmt.

12.

15. FROM:

RECEIVED

RETURNED

☒ APPROVED

☐ DISAPPROVED

RTED

REMARKS

ON

MAILED

LOCAL

WEEKLY

DATE

3/15/96

SIGNATURE

C. W. Paton

h/a-91

1520

DEPARTMENT OF
TRANSPORTATION
U.S. COAST GUARD
CG 3213 (Rev. 3-80)

AIDS TO NAVIGATION OPERATION REQUEST

(See Instructions on Page 2)

COMMANDANT (G-NSR)

PROJECT NUMBER

01-95-0013

3. LOCATION

1520 - SHREWSBURY RIVER

4. DATE SUBMITTED

11/23/1994

5. CHART REFERENCES

See Attached Chart Corrections

6. NO. OF CG-3213(A-E) ATTACHED

0

7. SUMMARY OF ACTION PROPOSED

Replace lighted buoys on Shrewsbury River with ice buoys instead of relieving them during the ice season.

8. JUSTIFICATION

Currently a distance of 1.8 NM is unmarked on the river during winter months. Mariners utilize the river year round. The present aid system makes it extremely difficult for mariners to transit back part of the river safely during the winter. Placing seasonal buoys in the waterway will improve service to the mariner at a minimal cost.

9. NOTICE TO MARINERS, LIGHT LIST AND CHARTING DATA

See Attached Advance Notices

10. ESTIMATED COSTS

13. BUOY ALLOWANCE CHANGES

A. CONTRACTS	0.00	UNIT	TYPE	ON STATION	NEW TOTAL	ROT. SPARES	NEW TOTAL
B. CG MATERIAL	6,300.00	Governors Island	5NI	+3			
C. INDUSTRIAL LABOR	0.00	Governors Island	5CI	+1			
D. INDUSTRIAL TRAVEL	0.00						
E. OVERHEAD	0.00						
F. CONTINGENCIES	0.00						
G. OTHER	0.00						
H. FUNDS REQUIRED	6,300.00						

11. ☐ OP. EXPENSE ☒ AC&I

12. ☐ VED ☐ ED

13. FROM: ☐ RETURNED ☐ APPROVED ☐ DISAPPROVED

14. FORWARDED (Signature) R.W. Batson, CAPT., USCG

15. REMARKS

ACTION

MAILED

LOCAL

WEEKLY

LIGHT LIST

DATE

SIGNATURE

Captain Todd A. Sanders
U. S. Coast Guard Licensed



(908) 219-7070
Fax (908) 264-3960

June 15, 1994

Commander 1st District (OAN)
408 Atlantic Avenue
Boston, MA 02210-2209
Attention: W.A.M.S.

I am the master of a 149-passenger driver vessel "Big Kahuna." *Big Kahuna* operates primarily in the shallow and shoaly waters of the Navesink River in New Jersey. The Navesink is a beautiful and calm waterway, west of the Oceanic Bridge in Rumson, New Jersey, where the channel is marked well and relatively few problems occur, even with the "weekend warriors."

However, east of the Oceanic Bridge is a nightmare to navigate, even in the smallest of vessels. Severe, and constantly shifting sand bars, pose a threat to navigation, especially at night.

In a perfect world, yearly dredging would surely make my life, and the lives of the other commercial captains easy. However, we understand we do not live in a perfect world.

In our not-perfect world, what would help us more safely carry passengers through this hazardous area east of Oceanic Bridge, would be more buoys to mark the narrow channel, with its many "dog legs" and "S" turns; especially at "Borley Point." A #9 lighted buoy is greatly needed to aid navigation. #9 should be placed at the easterly point of land at Borley Point. Last year's buoy in this place somehow was removed, and this year is greatly missed.

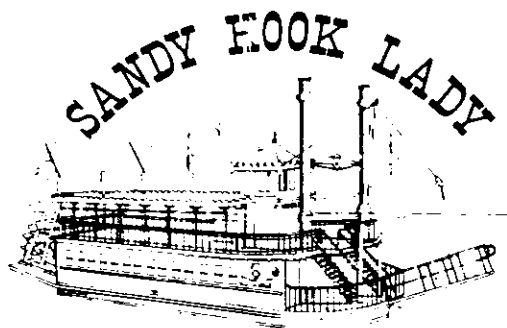
Last year I could use the buoy and a street light on land behind it as a range, but this year I must navigate my 70-foot vessel through the strong current around Borley Point, hoping that my vessel does not set too far or too close to Borley Point, based on my memories of the area from last season.

We are all able and very willing to work with the U.S. Coast Guard to help make this a safer, friendlier river.

Sincerely,

A handwritten signature in cursive script that reads "Capt Todd A Sanders".

Captain Todd A. Sanders
President
Kahuna Group, Inc.



85 ft Authentic Paddle Wheeler

908-291-4354

SANDY HOOK TOURS, INC.

58 7th Avenue
Atlantic Highlands, NJ 07716
Capt. Ron Santee

JUNE 13, 1994

COMMANDER, FIRST DISTRICT (O.A.N.)
408 ATLANTIC AVE
BOSTON, MASSACHUSETTS 02210-2209

DEAR SIR:

I AM THE CAPTAIN OF AN 85 FOOT PADDLE-WHEEL DINNER CRUISE BOAT, WHICH RUNS TOURS OF THE NAVESINK RIVER 2 OR 3 TIMES A DAY THROUGHOUT THE SUMMER.

AT NIGHT IT IS VERY DIFFICULT TO STAY IN THE CHANNEL FROM THE #11 BUOY TO THE #10. IN THE PAST THERE WAS A LIGHTED BUOY AT BARLEY POINT, AND I WAS ABLE TO LINE THIS UP WITH A STREET LIGHT ON SHORE IN ORDER TO STAY IN THE CHANNEL. THIS YEAR THAT BUOY WAS NOT PUT IN PLACE. IT IS ESPECIALLY DIFFICULT TO NAVIGATE THIS AREA WHEN THERE IS A STRONG CURRENT IN THE RIVER AND A BROAD-SIDE WIND.

I HAVE SPOKEN TO SEVERAL OTHER CAPTAINS IN THE AREA, AND THEY HAVE EXPERIENCED THE SAME PROBLEMS.

THEREFORE I FEEL THAT IT IS VERY IMPORTANT TO PLACE A LIGHTED #9 BUOY AT BARLEY POINT AS AN AIDE TO NAVIGATION.

I WOULD APPRECIATE HEARING FROM YOU ON THIS MATTER. THANK YOU.

SINCERELY

Robert Caponegro
CAPT ROBERT CAPONEGRO

U.S. Department
of Transportation

United States
Coast Guard



Commander,
Coast Guard Group

Building 108
Governors Island
New York, NY 10004
Tel: 212-668-7917

16650/5720
24 December 1992

Captain Robert A. Deane, President
United New Jersey Sandy Hook Pilots' Benevolent Association
210 Edgewater Street
Staten Island, NY 10305

Dear Captain Deane:

I read your letter of November 12, 1992 to the Naval Facilities Engineering Command with great interest. Thank you for bringing to my attention your concerns about the partial improvement of the Sandy Hook Channel.

I agree that the channel leading from sea into Leonardo seems incomplete. I share your concern about the increased risk to the port and to the vessels themselves, as large vessels attempt to use a partially improved channel.

The First Coast Guard District's Waterway Management Officer, Lieutenant Commander George Sabol, has been in touch with me and is aware of the situation in the Sandy Hook Channel. He proposed that the issue be discussed at the January 13, 1993 meeting of the New York Harbor Traffic Management Advisory Committee. A position taken by the committee may be helpful toward resolving the situation. I have added the item to the agenda for that meeting.

I appreciate your efforts in this matter. Please let me know how I may assist.

Sincerely,

R. M. LARRABEE
Captain, U. S. Coast Guard
Captain of the Port, New York

Sandy Hook Channel
01507

US Department
of Transportation

United States
Coast Guard



Commander,
Coast Guard Group

Building 108
Governors Island
New York, NY 10004
Tel: 212-668-7917

16650/5720
24 December 1992

Captain William R. Peterson, President
United New York Sandy Hook Pilots' Benevolent Association
210 Edgewater Street
Staten Island, NY 10305

Dear Captain Peterson:

I read your letter of November 12, 1992 to the Naval Facilities Engineering Command with great interest. Thank you for bringing to my attention your concerns about the partial improvement of the Sandy Hook Channel.

I agree that the channel leading from sea into Leonardo seems incomplete. I share your concern about the increased risk to the port and to the vessels themselves, as large vessels attempt to use a partially improved channel.

The First Coast Guard District's Waterway Management Officer, Lieutenant Commander George Sabol, has been in touch with me and is aware of the situation in the Sandy Hook Channel. He proposed that the issue be discussed at the January 13, 1993 meeting of the New York Harbor Traffic Management Advisory Committee. A position taken by the committee may be helpful toward resolving the situation. I have added the item to the agenda for that meeting.

I appreciate your efforts in this matter. Please let me know how I may assist.

Sincerely,

A handwritten signature in dark ink, appearing to read "R. M. Larrabee", written over a circular stamp.

R. M. LARRABEE
Captain, U. S. Coast Guard
Captain of the Port, New York



TUGBOATS, TENDERS, WORK BOATS AND BARGES

December 29, 1986

Commander
Third Coast Guard District
Aids to Navigation
Building 135A
Governor's Island
New York, NY 10004

Attn: Lt. Reade

Re: Aids to Navigation
Shrewsbury River
Monmouth County, NJ

Dear Sir:

Enclosed is the letter I sent to your office in July of 1985 regarding our company's recommendations for permanent, additional aids to assist in the navigation of lower Sandy Hook Bay and into the Shrewsbury River. In this letter, I'd like to strongly recommend that a number of aids must be left in place for the winter months to insure our vessels do not encounter any further problems navigating the Shrewsbury River.

The current policy of winter removals of the aids in the Shrewsbury River is not acceptable to our operation or the operations of the other commercial users of this river. I have informed your office of our needs and urgency of immediate action.

Our fleet of tugs, barges and crewboats operate 365 days a year. We have maximum drafts approaching 14 feet and very few channel options when nearing our facility. Our operations are centered along 600' of bulkhead $\frac{1}{4}$ mile south of the second bascule bridge on the Shrewsbury. Immediately following the current winter removals of the aids, one of our vessels ran hard aground at the junction of the Shrewsbury and Navesink Rivers. Fortunately, the results were minor and no appreciable damage occurred. Needless to say, a ruptured fuel tank would have been disastrous for all parties concerned. Hence, the need for year 'round aids to navigation is extremely important to the safety and best interests of our organization and the other commercial and private interests of this area.

Your consideration in this matter is of the utmost importance.

Sincerely,

Richard J. Robinson
Marine Superintendent

RECEIVED

JAN 05 1987



TUGBOATS, TENDERS, WORK BOATS AND BARGES

July 29, 1985

Commander
Third Coast Guard District
Aids to Navigation
Building 135A
Governors Island
New York, NY 10004

Dear Sir:

East Coast Tender Service is tug and barge company located on the Shrewsbury River in Sea Bright New Jersey. I have been contacted by your office for my thoughts and comments regarding the aids to navigation in our area.

Firstly, I'd like to take the opportunity to commend the Coast Guard for it's excellent job in servicing these aids and the attention to their proper positioning. Secondly, I'd like to thank the Coast Guard for the assistance we have received from the ice breakers LINE & HAWSER. Their assistance proved invaluable during this past ice season.

East Coast Tender Service operates a fleet of tugs and barges along the East Coast from Boston to Florida. At any given time of the year, the large part of our fleet makes at least one (1) trip up the river to our yard in Sea Bright. Therefore, the maintenance of the aids to navigation is very critical to our operation. The following information should give your office a good idea of our requirements. I'd also like to recommend either a fixed navigational aid or range marker/lights as noted on the chart enclosed. They could prove to be a very valuable tool for my captains that have limited knowledge of the entrance to the Shrewsbury River.

ECTS Fleet Information

- A) Tugs up to 100 ft. and 14 ft. loaded draft
Tugs are equipped with radar, fathometer, loran, compass & searchlights
- B) Transitting of the river is 365 days a year, 24 hrs. a day
- C) ECTS currently operates passenger vessels in New York Harbor only
from MIO pier to Liberty & Ellis Islands

Hopefully we can continue to have trouble free passage on the Shrewsbury River as has been the case for many years. Thank you for the opportunity to participate in your successful aid to navigation program.

Sincerely,

Richard J. Robinson
Richard J. Robinson
Marine Superintendent

